



*"Building a Quality Arizona"*

*Statewide Transportation  
Planning Framework*

# **ADOT Statewide Regional Framework Process**

## **Round One: Public Involvement Report**

**April 2008**



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### **Executive Summary**

A series of stakeholder interviews, focus groups, and community events were held statewide in conjunction with the Statewide Regional Framework Study process. The purpose of the first round of community outreach was to understand critical issues, regional opportunities, and regional vision that will impact the state's multimodal transportation system.

The outreach activities summarized in this report include the four Regional Framework Studies being conducted by ADOT. However, Maricopa Association of Governments and Pima Association of Governments are responsible for leading framework study efforts that are being conducted simultaneously.

Almost 600 people statewide participated in the first round of outreach efforts. The stakeholder interviews started in February 2008 and the last community events were held late March 2008. Each of the events followed a standard planning template and the moderators utilized similar guidelines to ensure consistency.

Following are some of the Key Findings from the outreach effort.

#### **Growth**

Across Arizona growth is anticipated to impact the statewide transportation system. Participants agreed that every area of the state is growing to some degree and the transportation system to support the current and projected growth is considered well behind this growth trend. Where and how growth occurs will continue to impact transportation. It was stressed that the state and local systems need to get ahead of this curve. Growth management was raised frequently as a way to effectively link land use, economic development, and transportation.

It is important to recognize that there were varying degrees of acceptance of growth depending on the region. Some areas are actively promoting growth and economic development while others were encouraging or experiencing a slower rate of growth. Related to the growth issue is that land availability varies throughout the state making transportation improvements difficult. The discussion about the need for land exchanges was discussed frequently.

#### **Transit Options**

It was clear statewide that there is a growing need for local and regional transit options. Participants discussed the fact that building more roads is not going to address projected congestion alone. Participants discussed the need to connect activity centers and provide transit options for people to get to services within regions.

#### **Environmental Issues**

Throughout the state the need for natural resource protection and wildlife crossings were mentioned. Participants identified the importance of incorporating these issues when managing growth and planning future transportation systems. The emphasis on environmental issues varied across the state, though it was mentioned frequently.





### **Tribal Coordination**

The importance of coordinating with Arizona Tribes was mentioned frequently. Many of the current and potential future roadway improvements may touch or cross tribal boundaries. Additionally, the potential economic development occurring on tribal lands will impact the future roadway system.

### **Roadways**

It was frequently mentioned that it is critical to acquire the right-of-way before roads are needed. The land costs statewide have escalated in recent years and will continue though Arizona is experiencing a real estate downturn. However, participants believed that the downturn was cyclical and the trend will turn upward again in the near future. Additionally, road maintenance statewide was also mentioned as being very critical. Taking care of the state's existing infrastructure investment was just as important as building new roadways. Also, there seemed to be support statewide for the need for additional north-south and east-west routes throughout the state.

Regional roadway connections internally vs. connecting the region externally differed depending on the region the event occurred. The connections were important but the focus or priority put on the type of connections varied. The issue related to a lack of connectivity of local and regional roads to the state system varied from place to place. Additionally, many cities are interested in bypasses around key cities. However concerns about how bypasses impact businesses and economic development opportunities were mentioned.

### **Planes, Trains, and Bridges**

The importance of air service and airport improvements differed statewide. However, it was mentioned as part of an important statewide transportation system. Participants also identified the need to increase or develop rail capacity for freight and passengers in Arizona. Additionally, the need for improved rail crossings was mentioned. Lastly, the need for new and/or improved bridges was a big issue in some places and not discussed in others.

### **Safety**

Statewide safety concerns and the need for routes to divert traffic during emergencies were identified as a common theme statewide. Clearly this issue varied depending on the perception of high accident levels.

### **Funding**

Lack of adequate funding to address needs was mentioned statewide. Additionally, the current formula is believed to favor Maricopa and Pima counties. The need for a fair and equitable funding strategy for multimodal transportation needs statewide was discussed often. However, the regional areas were skeptical that rural needs would be addressed.

### **Beyond Arizona**

Collaboration with surrounding states and Mexico was mentioned as an issue depending on the region. This issue was discussed more in areas of the state impacted by outside states such as Yuma, Kingman, and southern Arizona.



### I. Regional Framework Outreach

#### A. Overview

Working in collaboration with regional planning organizations, ADOT is planning a statewide transportation system that strengthens the linkage between land use, economic development and transportation to ensure sustainable mobility and continue to enhance Arizona's quality of life. The planning effort will identify the full-range of statewide transportation choices, including public transportation, to meet Arizona's growing needs.

In January 2008 ADOT initiated a long-range statewide planning process that will identify the needs and potential improvements to the state's transportation network. These transportation choices could include new and expanded highways, local parkways and streets, buses and rail, and accommodations for bicycle and pedestrians. Regional planning agencies working closely with local jurisdictions and stakeholders have partnered with ADOT to implement Regional Framework Studies that will feed into the Statewide Framework Plan. The long-range focus of the studies is unique and will identify the state's needs in the **2030 and 2050** planning horizon.

Between now and 2030, the gap between transportation needs and funding is expected to grow significantly. The State Transportation Board has funded the framework studies to quantify transportation needs statewide and to identify the full-range of funding options to address Arizona's future transportation needs.

ADOT, working with regional planners, are analyzing existing local transportation choices to integrate into future plans. The goal will be to create better connectivity between regions while reducing congestion in the busiest areas.

Four Regional Framework Studies (Northern, Central, Western and Eastern Regions) are examining ways to proactively plan for growth by identifying land use, development and economic patterns of each region. Additionally, Maricopa Association of Governments and Pima Association of Governments are conducting similar planning studies to feed into the statewide framework.

Framework study researchers are working closely with regional partners and stakeholders to assess all transportation needs in a particular region. Based on results, transportation options will be recommended. The Regional Framework Study results will feed into a multimodal Statewide Framework Plan.

The Framework Studies will seek to answer some fundamental questions:

- How can we grow our economy, and what part can improving or overhauling our transportation system play in encouraging quality economic growth?
- How can we improve links between major metropolitan areas, which will strengthen the base for economic growth?



- How can transportation decisions enhance our quality of life, improve our environment and be done in a way that is fair and equitable for the majority of citizens?

The four project teams will complete the Regional Framework Studies in December 2008. From December to April 2009, ADOT, its managing consultants, and regional partners will be utilizing the information developed in the Regional Framework Studies to create the Statewide Framework Plan.

### **B. Outreach Purpose**

Ensuring that a broad base of public and stakeholder involvement opportunities exists is critical to the planning process' success. ADOT is dedicated to taking a proactive approach to soliciting citizen and stakeholder comments early and often in the preparation of transportation-related studies. The first round of Regional Framework outreach efforts was to solicit input and ideas related to issues, concerns, opportunities and regional visions that may impact long-range multimodal transportation.

### **C. Outreach Approach**

The first round of stakeholder and public outreach included:

1. Stakeholder Interviews
2. Focus Groups
3. Community Events

Almost 600 people statewide participated in the first round of outreach efforts. The outreach efforts included:

**Stakeholder Interviews:** Building on past planning efforts, the purpose of interviewing key stakeholders is to understand issues, development trends and opinions about the future. Two rounds of stakeholder interviews will be conducted. Approximately 120 stakeholder interviews were conducted statewide.

**Focus Groups:** Two rounds of three focus groups will be conducted within each region. The purpose is to obtain expert input on topics of particular importance. The focus groups will include:

Commercial/Multimodal  
Business and Development  
Environmental

Each focus group brought together a group of experts within the three topic areas to uncover opportunities and constraints affecting the framework of future roadways and multimodal transportation.

**Total: 241 participants**





**Central Region – 29 participants total**

- March 26 – Florence (26 participants)
  - Commercial/Multimodal (11 participants)
  - Business and Development (6 participants)
  - Environmental (9 participants)
- March 27 – Globe (3 participants)
  - Commercial/Multimodal (1 participant)
  - Business and Development (0 participants)
  - Environmental (2 participants)

**Northern Region – 82 participants total**

- March 26 – Flagstaff (43 participants)
  - Commercial/Multimodal (13 participants)
  - Business and Development (7 participants)
  - Environmental (23 participants)
- March 27 – Prescott (21 participants)
  - Commercial/Multimodal (10 participants)
  - Business and Development (5 participants)
  - Environmental (6 participants)
- April 3 – Window Rock (18 participants)
  - Commercial/Multimodal (10 participants)
  - Business and Development (5 participants)
  - Environmental (3 participants)

**Western Region – 64 participants total**

- March 24 – Yuma (36 participants)
  - Commercial/Multimodal (16 participants)
  - Business and Development (11 participants)
  - Environmental (9 participants)
- March 26 – Parker (4 participants)
  - Commercial/Multimodal (0 participants)
  - Business and Development (4 participants)
  - Environmental (0 participants)
- March 27 – Kingman (24 participants)
  - Commercial/Multimodal (13 participants)
  - Business and Development (5 participants)
  - Environmental (6 participants)

**Eastern Region – 66 participants total**

- March 24 – Show Low (28 participants)
  - Commercial/Multimodal (14 participants)
  - Business and Development (8 participants)
  - Environmental (6 participants)



March 27 – Safford (18 participants)  
Commercial/Multimodal (6 participants)  
Business and Development (5 participants)  
Environmental (7 participants)

March 31 – Sierra Vista (20 participants)  
Commercial/Multimodal (5 participants)  
Business and Development (8 participants)  
Environmental (7 participants)

**Community Events:** Several community workshops were held within each of the regions. The workshop objectives were to inform the public and stakeholders, discuss issues, obtain input on impacts of alternatives and proposed projects, and solicit additional ideas. Interested stakeholders, developers, landowners, agencies, and citizens were invited to participate.

**Total: 217 participants**

**Central Region – 60 participants total**

March 26 – Florence (17 participants)  
March 27 – Globe (43 participants)

**Northern Region – 65 participants total**

March 26 – Flagstaff (36 participants)  
March 27 – Prescott (24 participants)  
April 3 – Window Rock (5 participants)

**Western Region – 35 participants total**

March 24 – Yuma (17 participants)  
March 25 – Quartzsite (6 participants)  
March 27 – Kingman (12 participants)

**Eastern Region – 57 participants total**

March 24 – Show Low (7 participants)  
March 27 – Safford (25 participants)  
March 31 – Sierra Vista (18 participants)  
April 8 – Nogales (17 participants)



# **APPENDIX**

## Stakeholder Interviews Template

Building on past planning efforts such as bqAZ Statewide Intrastate Reconnaissance Study interview process, the Regional Framework Consultants (RFC) will conduct two rounds of stakeholder interviews.

- **First Round of Stakeholder Interviews:** Existing Regional Conditions and Identification of Issues
- **Second Round of Stakeholder Interviews:** Draft Multimodal Network Alternatives

**NOTE: Target audience for first round of stakeholder interviews is cities, towns, counties, tribal and resource agencies' technical staff. First round of government relations activities will make contact with regional municipal, county and tribal elected officials.**

Stakeholder interviews are with agency officials and key individuals. This activity is not intended to be a public event.

**Purpose:** To communicate about the project and solicit input. It is important to receive input and ideas from the stakeholders that may assist the team in fine-tuning interim products before taking information public.

**Approach:** To minimize travel time and use the budget efficiently, it is important to select a location where the stakeholders can come to the team.

**Participants:** Working with the COG/MPOs within the region, identify a location(s) and potential invitees.

**Time:** Potentially consider a day-long event where groups of individuals/stakeholders are invited to participate at 1.5 hour increments at one location.

**Logistics:** If pulling together a larger group for interviews, choose a centrally-located facility that can accommodate 20 to 25 people. The room can be set up board room style or with tables and chairs in a square or U-shape. The location should be easily accessible, handicapped accessible, good parking available, good acoustics, and ample areas for reviewing displays. The location should be secured at least 1.5 months in advance if possible.

**Equipment:** Flip charts, markers, easels, and display boards.



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- Refreshments:** Light refreshments (water, coffee, cookies) provided by the host (if possible) or by the MC.
- Format:** Attached is a standard agenda and interview guide for all Regional Framework Studies. However, there might be specific regional issues that need to be addressed.
- Invitations:** Invitations are to be sent to participants a minimum of 3 weeks in advance of the interviews. Follow-up email reminders can be sent via email. Follow-up telephone calls may also be required. NOTE: Due to the tight timeframe the first round of invitations will not be sent within this timeframe.
- Meeting Materials:** Graphics to be hung on wall illustrating work products associated with the particular point in the process; these are intended to be reference materials. A large regional map for participants to use to identify issues and concerns should be produced.
- Meeting Record:** A summary report of each of the Stakeholder Interviews will be prepared by the RFC. The notes should include the participants, summary of comments, and identification of any direction that might have been provided. An executive summary will be produced that includes a process summary and identifies common themes and divergent viewpoints across the stakeholder interviews.
- Final Summary Report Format:**  
Title Page  
Executive Summary  
Appendix – All individual meeting summary reports
- Staffing:** It is important not to overstaff the Stakeholder Interviews, as many interviewees tend to speak more freely in a smaller group.
- Roles:** RFC – Responsible for conducting the interviews and answering questions, providing the technical information for the production of any graphics and interview materials, providing technical support during the interviews and interacting with attendees, and finalizing the meeting summary report.
- PI Consortium – Responsible for reviewing graphics/materials in close coordination with RFC,





maintaining the database, and submitting the summary report to the CMT.

ADOT and MC Liaisons – Assist in fine-tuning the interview agenda and approach to meet the specific regional plan needs, attend the interviews, and review/comment on the summary notes. When possible either the ADOT or the MC Liaison, but not both, will attend the interviews.

Run Through:

A pre-workshop meeting to run through and review all materials is suggested. The ADOT or MC liaison will attend the run-through meeting to ensure a common understanding of the anticipated outcome and expectations for the summary report.

Thank You

Following the interviews, an email should be sent by the PI Consortium to thank the interviewee for participating in the interview.



## **STAKEHOLDER INTERVIEWS AGENDA TEMPLATE**

### **Round I Stakeholder Interview**

Introductions

Project Overview and Schedule

Interview Questions

1. What are some of the regional issues this project must address in your opinion?
2. What can the transportation facilities under discussion mean to the area other than improved mobility (e.g. urban growth, economic development)?
3. What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?
4. Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities under discussion?
5. Are there environmental concerns you would like to express?
6. How would you like to be involved as this study unfolds?
7. Are there others that should be involved in this study?
8. Are there any other issues you would like to express?

Summary and Next Steps

## Focus Groups Template

The focus group technique is a facilitated dialogue used to solicit feelings and opinions about issues and possibilities related to a specific topic. A guided discussion is the heart of the focus group activity. A series of focus groups will be organized and facilitated in support of the Regional Framework Studies.

Two rounds of focus groups will be conducted within each region to solicit specific information to support the development of the regional framework.

- **First Round of Focus Groups:** Existing Regional Conditions and Identification of Issues
- **Second Round of Focus Groups:** Draft Multimodal Network Alternatives

The three focus groups will be:

Environmental/Conservation Interests  
Business/Development Interests  
Multimodal/Commercial Transportation

Purpose:	To bring together individuals with specific expertise and/or special interests within each of the focus group topics. The results, conclusions and recommendations will be summarized and the input used in the technical aspects of the project. The intent of the focus groups is not to reach consensus, but to encourage interactive dialogue and to generate ideas and reactions, issues from the various points of view.
Size:	Fifteen to twenty participants; it is not intended to get everyone from each interest topic involved but a good sampling of the interests.
Participants:	A good cross-section of perspectives within each focus group to ensure that a robust discussion can occur.
Time:	Two-hour sessions; typically held during the day because of the type of participants being solicited (i.e., senior staff level). However, the times may vary from region to region.
Logistics:	<p>A centrally-located facility that can accommodate 30 people; the location should be one that is easily accessible such as at the COG/MPO or a particular municipality.</p> <p>Room set-up should be board room or open/closed-u-shape with tables and chairs.</p> <p>The location should be secured at least 45 days in advance if possible.</p>
Equipment:	Screen, computer and PowerPoint projector, flip charts, markers, easels, and display boards.



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Refreshments:	Light refreshments (water, coffee, cookies) provided by the meeting host (if possible) or PI Consortium.
Facilitator Guide:	The CMT will produce a standard list of questions (attached) that will be asked at all focus groups for the Regional Framework Studies. However, specific regional questions may also be asked. The Facilitator Guide should be finalized and approved ten days in advance of the focus groups.
Invitation:	Invitations will be distributed to participants at least three weeks in advance and RSVPs will be due within ten days after the invitations are issued. Email invitations can be sent with an email RSVP if appropriate. Follow-up telephone calls may be needed.
Pre-Meeting:	Participants will receive advance information to provide them with an overall study understanding, a regional map for context, background on the topic to be discussed, and what is expected of their participation. Pre-meeting materials will be completed at least one week before the focus group meeting.
Meeting Materials:	Signage directing participants to the meeting location should be provided if necessary. Graphics to be hung on the wall illustrating current work products; these are intended to be reference materials. A large regional map that participants may use to identify issues and concerns should be developed.
Meeting Record:	<p>A summary report of each focus group will be prepared including a list of participants and a summary of comments. The report will not identify the source of individual comments.</p> <p>Focus Group Report Format:</p> <ul style="list-style-type: none"><li>Title Page</li><li>Executive Summary</li><li>Appendix – All individual meeting summary notes</li></ul>
Staffing:	It is important not to overstaff the focus groups.
Roles:	<p><u>Facilitator</u> – A team member who is skilled in facilitating. The facilitator will guide the dialogue using the facilitator guide that includes a series of set questions. The facilitator will guide the discussion and summarize comments.</p> <p><u>RFC</u> – The RFC will assist the PIC in identifying potential invitees, provide technical information for the production of graphics and meeting materials, and give technical support as necessary during the meeting. The RFC will also assist in finalizing the summary report.</p> <p><u>PIC</u> – The PIC will be responsible for all logistics, invitations, creating the PowerPoint presentation and getting graphics/materials completed in coordination with technical consultants, signage, and producing the summary report for RFC review and then finalizing the report for submittal to CMT.</p>



**Run Through:**

All PIC members and facilitators who will participate in the focus group process will attend a run through meeting to ensure a common understanding of the facilitator guide, questions, anticipated outcome, and expectations for the summary report.





# **FOCUS GROUPS**

## **FACILITATOR GUIDE TEMPLATE**

Focus Groups objectives include:

- Participants to gain an understanding of the Regional Framework process.
- Identify issues and concerns from the particular perspectives that should be addressed during the Regional Framework process.
- Solicit ideas related to potential regional transportation improvements.

### **Process:**

1. Facilitator should welcome everyone and distribute sign in sheet.
2. Introduce yourself and have everyone introduce themselves.
3. Explain Focus Group objectives and process.
4. Present a brief Regional Framework process PowerPoint presentation.
5. Explain Groundrules: Everyone participates, positive discussions and no personal attacks, no one dominates the discussion, and have fun.
6. Facilitator should begin to ask questions and lead conversations. Proceed through the questions in a conversational manner. Ask for clarification or elaboration. Ask follow-on questions, if appropriate.
7. When the focus group conversation is complete (or the time has run out), the Facilitator should explain how the input will be utilized and summarize the next steps.
8. Thank everyone for participating and encourage their continued involvement.

### **Questions:**

#### **Focus Group - Environmental/Conservation Interests**

1. From your perspective, what are the regional environmental or conservation issues that the Regional Framework Study must address? Let's go around the table and have each of you provide your thoughts.
2. Are there environmental and conservation plans currently underway that will or can impact future transportation facilities within the region?
3. What regional urban growth/developments and economic changes do you see occurring in the next 50 years and how they might relate to environmental/conservation objectives? How should regional transportation planning address these issues?
4. Are there environmental/conservation issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?
5. Are there additional issues you believe that the Regional Framework Study should address specifically as it relates to the environment and conservation interests?
6. How would you like to be involved as the process unfolds? And who else should be involved representing environmental/conservation interests?



### **Focus Group – Business/Development Interests**

1. From your perspective, what are the regional business and development issues that the Regional Framework Study must address? Let's go around the table and have each of you provide your thoughts.
2. Are there economic development plans (municipal, regional, Tribal, or private) currently underway that will or can impact future transportation facilities within the region?
3. When you look to the future (2050 and beyond) what are the urban growth/developments, business, and global trends or other economic changes do you see occurring and how should regional transportation planning address these issues?
4. Identify the future major activity centers within the region that should be served by transportation facilities?
5. Are there alternative modes that can be developed or expanded to serve these planned activity centers?
6. Are there business/development issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?
7. Are there additional issues you believe that the Regional Framework Study should address specifically as it relates to the business/development interests?
8. How would you like to be involved as the process unfolds? And who else should be involved representing business/development interests?

### **Focus Group – Multimodal/Commercial Transportation Interests**

1. From your perspective, what are the regional multimodal and commercial transportation issues that the Regional Framework Study must address? Let's go around the table and have each of you provide your thoughts.
2. What transportation modes can share alignments and where should they do so within the region? What modes should operate in separate corridors, and where within the region?
3. When you look to the future (2050 and beyond) what are the multimodal transportation and commercial transportation trends occurring and how should regional transportation planning address these issues?
4. Are there transit options that can be developed or expanded within the region to serve future employment centers?
5. Are there multimodal/commercial transportation issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?
6. Are there additional issues you believe that the Regional Framework Study should address specifically as it relates to multimodal/commercial transportation interests?



7. How would you like to be involved as the process unfolds? And who else should be involved representing multimodal/commercial transportation interests?

### **GROUND RULES**

- Enter into the discussion enthusiastically.
- Listen alertly and speak your mind freely.
- Keep confidences and assume other will.
- Confine your discussion to the topic.
- Indulge in friendly disagreement.
- Provide constructive feedback and receive it appropriately.
- Appreciate the other person's point of view.
- Don't monopolize the discussion.
- Take responsibility for the success of your session.

### **FACILITATOR ROLE**

- Explain groundrules at the beginning of the discussion.
- Provide a relaxed atmosphere, encouraging humor and good fellowship.
- Allow for open discussion while maintaining a focus.
- Encourage involvement of all participants and prevent dominance by a few.
- Provide encouragement and probe for understanding.
- Monitor the environment to ensure the physical comfort of participants.
- Avoid leading participants to a pre-determined outcome.
- Assist the participants in summarizing their discussion.
- Bring closure on topics discussed.
- Serve as the facilitator -- not a participant -- of the discussion.



**TECHNICAL PARTICIPANTS' ROLE**

- Welcome participants and thank them for participating.
- Provide a brief overview of the Regional Framework process using a PowerPoint presentation and maps.
- Answer any technical questions briefly and ask clarifying questions.
- Support the facilitator in achieving the Focus Group objectives.
- Serve as technical support – not a participant.

## Community Workshops Template

Community workshops will be held during the Regional Framework Study to solicit broad community input on various issues related to the Regional Transportation Planning Framework. Three rounds of community workshops will be conducted at three different locations throughout each region (except the Central Region only two different locations are required) to solicit input to support the development of the regional framework. These workshops need to be well attended, inclusive, and interactive. Participants must clearly understand that their input is important to the project's success and will be used.

- **First Round of Community Workshops:** Existing Regional Conditions and Identification of Issues
- **Second Round of Community Workshops:** Draft Multimodal Network Alternatives
- **Third Round of Community Workshops:** Draft Regional Planning Framework

Everyone will be invited to participate in the community workshops.

Purpose:	To inform the public and interested parties about the Regional Framework Study process and activities; to present interim products and receive input; and to encourage participants to provide additional ideas and recommendations.
Size:	100 – 150 (estimated typical attendance)
Participants:	Good cross section of the area; residents, stakeholders, agencies, elected officials, and interested participants will be invited.
Time:	Two-hour workshops; typically held in the evening (e.g., 6:00 to 8:00 p.m.). However, the times may vary from region to region.
Logistics:	Centrally-located facilities that can accommodate 100 to 150 people seated classroom style. The location should be easily accessible, ADA-accessible, and have good parking, good acoustics, ample areas for reviewing displays, and space for interactive activities.  Room set-up should be classroom style for 100 to 150 people; tables for reviewing maps; tables for refreshments; sign-in tables; tables for interactive activities.  The location should be secured at least 45 days in advance.
Equipment:	Screen, computer and PowerPoint projector, flip charts, markers, easels, and display boards.
Refreshments:	Light refreshments (water, coffee, cookies) provided by the PIC.





## Statewide Transportation Planning Framework

Workshop Format:	CMT will produce a standard agenda and list of displays for all Regional Framework Studies. However, there might be specific regional displays as well. Changes to the agenda and displays should be completed and approved ten days in advance of the community workshop by the MC and ADOT liaisons.
Publicity:	Invitations are sent to the members of the project database at least three weeks before the community workshop. Follow-up email reminders can be sent to the email database. Partner with organizations such as Chambers of Commerce within the region to publicize the workshop. Working closely with the PIMC, implement a media publicity campaign.
Meeting Materials:	Signage directing participants to the location if necessary should be provided. Graphics to be posted on walls illustrating current work products; these are intended as reference materials. A large regional map for participants to use to identify issues and concerns should be developed. An event evaluation form will be developed with a place for participants to write comments.
Translation Services:	Depending on the region, oral and written translation should be considered.
Meeting Record:	A summary report of each of the community workshops will include participants, a summary of comments on the technical work, and a summary of comments submitted on the public participation process. An executive summary will be produced to identify common themes and divergent viewpoints across the three workshop locations.
Staffing:	It is important not to overstaff the community workshops but there must be enough technical consulting and public involvement staff to interact with participants.
Roles:	<p><u>Regional Policy Committee Member</u> – Asked to do a welcome at the Community Workshop. If they choose not to do it then that is ok; no replacements for that member.</p> <p><u>RFC</u> – Responsible for conducting the presentation and answering questions, providing the technical information for the production of graphics and meeting materials, providing technical support during the workshop and interacting with attendees, and assisting the PIC with the meeting summary report.</p> <p><u>PIC</u> – Responsible for all workshop logistics, invitations, media relations, workshop publicity, creating the PowerPoint presentation and graphics/materials in close coordination with technical consultants, signage, and producing the summary report for technical staff review and then review by the CMT. Provide PIMC the meeting location, meeting dates, and places for advertising placement to the PIMC.</p>



PIMC – Responsible for designing, placing, and paying for the advertising.

**Run-Through:**

A pre-workshop meeting to run-through and review all materials will be conducted with the PI Consortium members and technical staff. At least one member of the CMT (typically the ADOT or MC liaison) will attend the run-through meeting to ensure a common understanding of the anticipated outcome and expectations for the summary report.



## **Community Workshop Agenda Template**

Date/Time

Location

### **Agenda**

Welcome and Meeting Purpose

Overview of Framework Study Process

Existing Regional Conditions and Issues

Discussion of Issues and Opportunities

Next Steps

Adjourn

### **Graphics**

Process Overview/Schedule

2005 Population Density

2050 Population Density

Level of Congestion Statewide 2005 and 2050

Natural Infrastructure Map - Regional Level

Future Built Environment – Regional Level (master planned communities, activity centers, etc.)

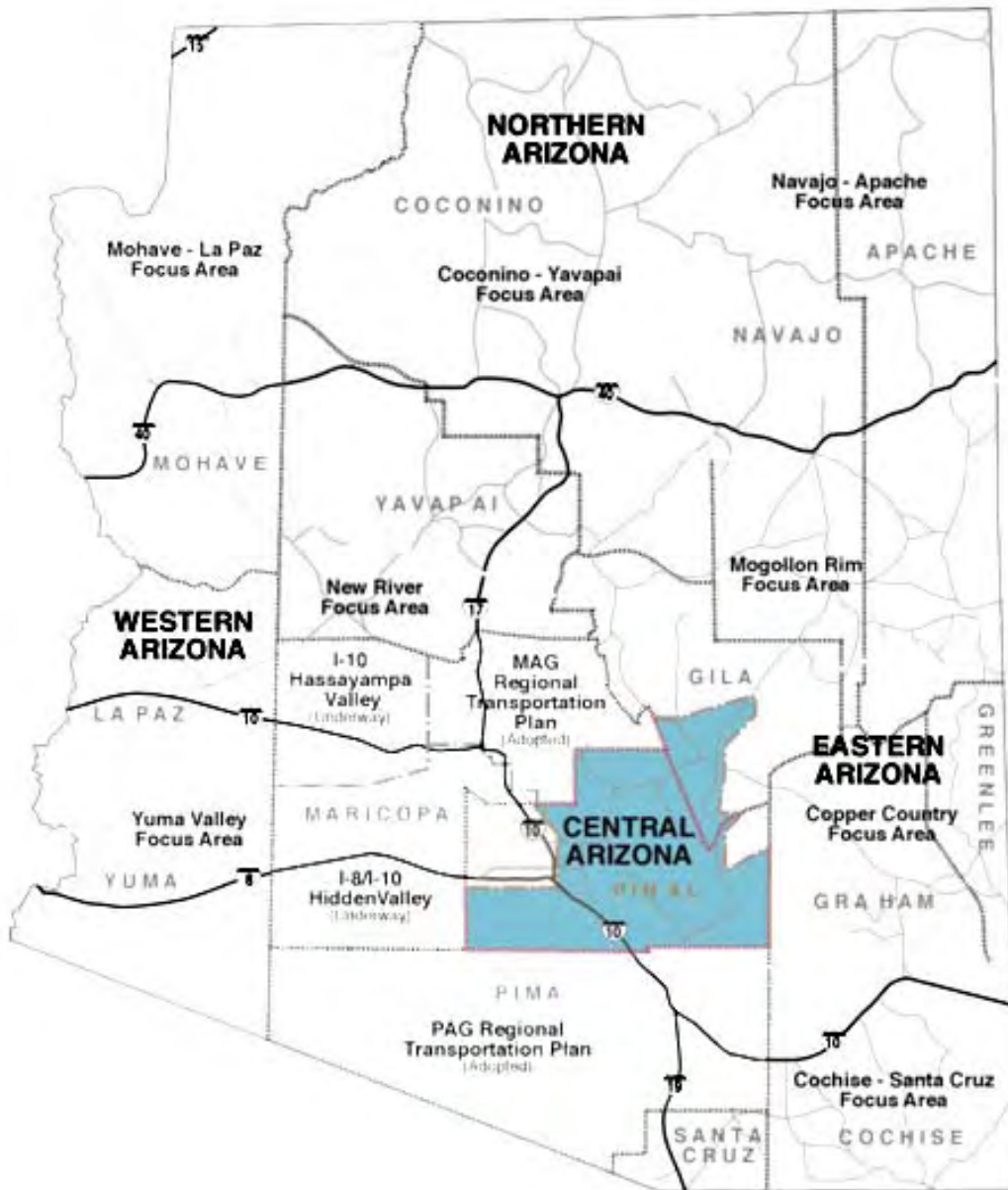
Regional Base Map with Transportation Infrastructure (Current)

Regional Public Land Ownership

Regional Issues Map

Regional Issues Card Display (optional)

## Central Arizona Framework Study Community Workshop Summary Report



*Florence, AZ March 26, 2008*

*Globe, AZ March 27, 2008*



### Executive Summary

Community workshops were held at the locations below and had a varying amount of attendees:

Date	Location	Description	Attendees
3/26/08	Florence, Anthem Parkside Community Center	Community Workshop	17
3/27/08	Globe, American Legion Hall	Community Workshop	43

The Central Arizona Framework Study Project Team held a community workshop in Florence and Globe within the study area. Attendance generally was considered good at the Florence location, the team was pleasantly surprised by the larger than expected turnout in Globe.

Generally the most discussed topics included: economic development; population growth, whether desired or not; transportation funding; the incorporation of ongoing planning and transportation studies; availability of transit; tribal community coordination; and the surrounding natural resources.

Common themes that came up across the geographic areas included:

- Impacts of growth on transportation – growth is driving need not local community.
- Both community workshops mentioned the desire to have transit, local and regional – bus, HOV, Rail (Heavy & Light).
- Transportation often an after thought – Arizona is playing catch-up. There were general feelings that there was not enough roadway infrastructure to accommodate growth.
- New corridors and existing studies were front of mind for most attendees.
- Protection of natural resources (wildlife, water, nature, etc.)
- Air transportation service is important.
- Tribal coordination – Pinal County important to include Gila River Indian Community and Tohono O’odham Nation. Gila County – Apache San Carlos Tribe wants to be included in Eastern and Central Study.

Differences the existed across geographic areas:

- Florence groups (Pinal County) seemed to have accepted growth as reality; Globe (Gila County) attitude towards growth was mixed.
- Florence groups were generally accepting of new routes, seeing that they were coming; Globe had mixed reactions to any new routes.
- There was mixed opinions about bypassing existing communities around Globe/Miami – some individuals felt it would hurt local economy, while others wanted to divert the through traffic.





**Statewide Transportation**  
*Planning Framework*

- Globe area – not enough land to develop – state needs to think of land exchanges for economic development purposes. Florence area – has plenty of developable lands.
- Globe area has important history it wants to hold on to.



## **Florence Community Workshop Meeting Summary Notes**

Date Produced:	April 1, 2008
Meeting:	Central Arizona Framework Study, Round One Community Workshop – Florence, Arizona
Date:	March 26, 2008
Location:	Anthem Parkside Community Center 3200 North Anthem Way Florence, Arizona 85232 6:00 p.m. – 8:00 p.m. (presentation at 6:15 p.m.)
Purpose:	The purpose of the meeting is to conduct Round One Community Workshop

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The community workshop began at 6:00 p.m. with an open house style format; attendees trickled in between 6:00 – 6:15 p.m. The attendees were asked to take their seats at 6:15 p.m. by Dianne Kresich, who then began a presentation.

### **Introductions**

Dianne Kresich welcomed attendees to the meeting, and introduced the study team.

### **Project Overview**

Dianne provided a brief overview of the Framework Process. Key elements of her presentation included:

- The Central Arizona Framework is one of a series of Regional Framework Studies being conducted statewide. The Regional Framework Studies are Multimodal and include both the local and state highway system. Economic and environmental implications of the transportation system plans and concepts will be considered. Multimodal needs will be considered for horizon years of 2030 and 2050.
- Arizona's population is projected to continue to grow over the next several decades. Arizona's population in 2050 could exceed 14 million people. The Phoenix and Tucson metropolitan areas are forecast to expand into a megalopolis, referred to as the "Sun Corridor".
- Regional Framework Study Guiding Principles include: (1) Multimodal balance, smart growth/sustainable land use, (2) Tribal Community involvement, (3) economic development / business development (4)



environmental / conservation community involvement, (5) statewide collaboration.

- Regional Framework Study objectives include: (1) enhance connectivity among regions (2) conduct extensive outreach to stakeholders and partners (3) conduct a consistent process (4) identify needs and potential improvements: state highways, regional facilities, high capacity transit and improved local service, major local streets.
- The study area for the Central Framework Study includes most of Pinal County, and southern Gila County. The Maricopa and Casa Grande areas of Pinal County are included in the MAG Hidden Valley Regional Framework Study. All areas of the state are included into one of the Regional Framework Studies.
- Pinal County was recently identified as the 3<sup>rd</sup> fastest growing county in the United States from 2006 to 2007. In contrast, population in growth in Gila County is relatively flat. Only 2% of land in Gila County is available for private development.
- Tribal Communities is a key study objective.
- Stakeholder interviews were recently completed with agencies and jurisdictions throughout the study area. Commonly discussed issues include growth, Multimodal connectivity (passenger rail), and basic infrastructure needs such as sidewalks. A presentation board high lights issues identified during each stakeholder interview.
- Each Regional Framework Study will identify projects identified to meet 2030 and 2050 needs. The individual Regional Framework studies will subsequently be compiled into a Statewide Framework Plan.
- The Regional Framework Studies look beyond the traditional transportation planning horizon of 20 to 25 years, but are looking at needs for a 40 to 50 year planning horizon. The Regional Framework Studies will address regional connectivity, system continuity, provision for corridor preservation in advance of development, and allow for staged implementation.
- The next steps of the Regional Framework Study process are to summarize input received during public involvement activities, formulate and evaluate alternative multimodal networks, conduct a second round of public involvement activities, and develop a final report.

### **Questions and Answer Session**

The following questions were asked by Workshop participants:

1. Is rail being considered? Have other jurisdictions suggested rail corridors?



Dianne Kresich stated that other jurisdictions have frequently mentioned a desire for commuter and passenger rail service.

2. What is ADOT's approach to rail planning? Is there an ADOT Rail Planning Division?

*There is a Public Transportation Division within ADOT. ADOT is currently conducting a passenger rail study between Phoenix and Tucson. ADOT is currently conducting a statewide freight study.*

3. When the proposed North-South freeway is constructed, it will undoubtedly become congested. Rail service is needed to the Apache Junction area, and also to the west valley area of Phoenix. An inter-city rail service system should be developed to provide service within the Phoenix metropolitan area.

*Many have suggested developing the North-South Freeway as a Multimodal corridor (including passenger rail). The current Union Pacific tracks could remain as a freight corridor, and new rail infrastructure would be constructed for passenger rail facilities.*

4. This study and the Hidden Valley appear to have more constraints with jurisdictions than other studies. Is there a point person with ADOT that is funneling the issues so that issues are addressed similarly, including Tribal coordination?

*There is significant coordination between studies. ADOT Communication and Community Partnerships Division has assigned staff for Tribal Coordination. The study teams meet on a weekly basis.*

Dianne Kresich introduced an interactive activity. Rob Antoniak and Dave Perkins then facilitated the very interactive group discussion. The purpose of the interactive activity is to solicit input and perspectives with respect to the following questions:

- What is your vision for growth and economic development over the next 20 years?
- What improvements are needed to existing roads and transportation services?
- Are new roads and transportation services needed?
- Are there concerns you would like to express?



Prior to beginning the interactive activity, Dianne allowed each attendee to state their name and interest in the study. Attendees represented the following interests:

Union Pacific Railroad  
Merrill Trust  
Citizen  
City of Apache Junction  
Pinal County  
Jackie Johnson  
Florence Indian Village  
City of Maricopa  
Rose Law Group  
City of Casa Grande  
Sells, Tohono O'odham Nation  
Tohono O'odham Nation

### **Interactive Activity**

Question No. 1: In 2030/2050, what is your vision for growth in the region?

Responses included the following:

1. When development occurs, development needs to provide job opportunities close to home.
2. Manage growth. Protect land so that employment centers can be developed on it.
3. Arizona is a very pro-development state. Transportation needs are always an afterthought. The transportation planning process is reactive. Transportation planning needs to be at the forefront of a viable community. This may require State Trust Land reform and state legislation.
4. Make sure that we have the water in place to support growth and development.
5. There is no single vision for growth and economic development. Recognize that there is a multiplicity of perspectives and values.
6. Avoid creating sporadic development and leapfrog bedroom communities. We need to control what can be developed. For example, when the Loop 202 was designed, growth in the Queen Creek area was unforeseen. Now, the Loop 202 is 10 miles from the Queen Creek area. The planning of the Loop 202 lacked vision. We need better planning with the jurisdictions.
7. Identify the village cores and type of development that is desired. Proper land use planning will result in better transportation improvements.





8. New airports are needed. Sky Harbor and Tucson International Airport will not be able to accommodate future demand. A new airport is needed in the Eloy/Casa Grande area to serve as a reliever to Sky Harbor International. This could ultimately grow to become the primary airport for this region.
9. If gas prices keep climbing and don't recede, more reliance will be made on public transportation.
10. Higher housing densities are needed. Higher densities are more compatible with mass transit / passenger rail service.
11. Encourage employers to allow more telecommuting. Encourage employers in the region to do more telecommuting from home.
12. A Statewide Transportation Tax is needed to fund transportation improvements.

Question No. 2: What challenges will we face in the future?

13. Coordinating amongst the various entities and jurisdictions, coming to agreement, for the most cost effective plan.
14. Public private partnerships will be important to making it happen. Special improvement districts should be considered.
15. NIMBY ("not in my backyard") faction.
16. Funding.
17. Need statutory tools that allow for broader incentives to encourage desirable phasing of development.
18. Need to communicate to residents of Arizona the importance of transportation as a key issue. People need to recognize that this is a long-term issue that needs to be addressed.
19. Trust needs to be developed between the citizens and ADOT.

#### **Next Steps**

A second round of community workshops and focus groups will be held in August.

Additional information about this study can be obtained at [BQAZ.gov](http://BQAZ.gov).



**Adjourn**

The meeting adjourned at 7:45 p.m.

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## **Globe Community Workshop Meeting Summary Notes**

Date Produced:	April 1, 2008
Meeting:	Central Arizona Framework Study, Round One Community Workshop – Globe, Arizona
Date:	March 27, 2008
Location:	American Legion Post No. 4 Hall 645 South Broad Street Globe, AZ 85501 6:00 p.m. to 8:00 p.m. (presentation at 6:15 p.m.)
Purpose:	The purpose of the meeting is to conduct Round One Community Workshop

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The community workshop began at 6:00 p.m. with an open house style format; attendees trickled in between 6:00 – 6:15 p.m. The attendees were asked to take their seats at 6:15 p.m. by Dianne Kresich, who then began a presentation.

### **Introductions**

Mayor Gibson welcomed attendees to the meeting and discussed the importance of long-range transportation planning.

### **Project Overview**

Dianne provided a brief overview of the Framework Process. Key elements of her presentation included:

- The Central Arizona Framework is one of a series of Regional Framework Studies being conducted statewide. The Regional Framework Studies are Multimodal and include both the local and state highway system. Economic and environmental implications of the transportation system plans and concepts will be considered. Multimodal needs will be considered for horizon years of 2030 and 2050.
- Arizona's population is projected to continue to grow over the next several decades. Arizona's population in 2050 could exceed 14 million people. The Phoenix and Tucson metropolitan areas are forecast to expand into a megalopolis, referred to as the "Sun Corridor".
- Regional Framework Study Guiding Principles include: (1) Multimodal balance, smart growth/sustainable land use, (2) Tribal Community



- involvement, (3) economic development / business development (4) environmental / conservation community involvement, (5) statewide collaboration.
- Regional Framework Study objectives include: (1) enhance connectivity among regions (2) conduct extensive outreach to stakeholders and partners (3) conduct a consistent process (4) identify needs and potential improvements: state highways, regional facilities, high capacity transit and improved local service, major local streets.
  - The study area for the Central Framework Study includes most of Pinal County, and southern Gila County. The Maricopa and Casa Grande areas of Pinal County are included in the MAG Hidden Valley Regional Framework Study. All areas of the state are included into one of the Regional Framework Studies.
  - Pinal County was recently identified as the 3<sup>rd</sup> fastest growing county in the United States from 2006 to 2007. In contrast, population in growth in Gila County is relatively flat. Only 2% of land in Gila County is available for private development.
  - Tribal Communities is a key study objective.
  - Stakeholder interviews were recently completed with agencies and jurisdictions throughout the study area. Commonly discussed issues include growth, Multimodal connectivity (passenger rail), and basic infrastructure needs such as sidewalks. A presentation board high lights issues identified during each stakeholder interview.
  - Each Regional Framework Study will identify projects identified to meet 2030 and 2050 needs. The individual Regional Framework studies will subsequently be compiled into a Statewide Framework Plan.
  - The Regional Framework Studies look beyond the traditional transportation planning horizon of 20 to 25 years, but are looking at needs for a 40 to 50 year planning horizon. The Regional Framework Studies will address regional connectivity, system continuity, provision for corridor preservation in advance of development, and allow for staged implementation.
  - The next steps of the Regional Framework Study process are to summarize input received during public involvement activities, formulate and evaluate alternative multimodal networks, conduct a second round of public involvement activities, and develop a final report.

#### **Questions and Answer Session**

The following questions were asked by Workshop participants:



1. Can you give us an idea of what the revenue sources currently are for funding highways and roads?

*Funding varies in different parts of the state. In the Phoenix metro area there is a sales tax that raises funds for transportation funding. There is also money from the gasoline tax and the vehicle license tax.*

2. Would toll roads be considered?

*Toll roads are a possibility.*

3. ADOT has done a good job of improving roads around the area, but not in the Globe/Miami area.

4. How does the BQAZ plan relate to the Superstitions Vistas plan?

*We are coordinating with the Superstitions Vista transportation plan. The Superstitions Vista transportation plan is for a much smaller area. It will provide significantly more detailed specific about the transportation system within the Superstitions Vista area.*

5. ADOT should be looking at the entire state, identify where future roads will be needed, and purchase the land now - whether they ultimately use it. Plan now for the land. Land is all developed around the Phoenix area, and the cost to purchase new land for the future freeways (loop roads) is high.

*Dianne Kresich stated that it is advantageous to acquire the land before the land is developed. ADOT does not have zoning authority. ADOT needs to work closely with the local cities and counties.*

6. Can you explain in more detail the statistic about land ownership in Gila County?

*The 2% statistic indicates that only 2% of land in all of Gila County (including land outside of our study area) is privately owned.*

7. Are you working with the San Carlos tribes? The San Carlos Transportation Committee would like to be an active participant in the Central Arizona Regional Framework Study. The San Carlos tribe is ready and willing to coordinate with ADOT on transportation improvement issues.

*Dianne Kresich stated that she will be happy to pass along any information and questions to the other Regional Framework Study teams.*

8. What would happen if you had to evacuate the Globe area? We need to look at how we would need to evacuate in event of a disaster.

9. We really need to look at public transit. Transportation alternatives will be needed.



10. This morning on the local news, it was stated that one of the reasons why ADOT eliminated the southern corridor alternative for the I-10 bypass study was so that they would not have to enter into long-term negotiations with the Apache Tribe. The majority of residents of the San Carlos Apache Tribe are supportive of a highway passing through the San Carlos Tribal community. They do not want the highway to extend to the south and avoid the San Carlos Apache Tribal Community, Globe, and Superior.
11. The Governor in her state of the state address discussed the issue of working with the tribes. The San Carlos Apache Tribe is supportive of roadways that fall on existing highways and roadways rather than through pristine natural areas.

### **Interactive Workshop**

Dianne Kresich introduced an interactive activity. Rob Antoniak and Dave Perkins then facilitated the very interactive group discussion. Given the number of attendees, the team could have broken in to two groups. Following the Q&A it was felt that every participant wanted to hear the same information, hence for fear of leaving some out of discussions the decision was made to maintain one large group during the interactive activity.

The purpose of the interactive activity is to solicit input and perspectives with respect to the following questions:

- What is your vision for growth and economic development over the next 20 years?
- What improvements are needed to existing roads and transportation services?
- Are new roads and transportation services needed?
- Are there concerns you would like to express?

Question No. 1: In 2030/2050, what is your vision for growth in the region?

1. There needs to be more land available to accommodate growth. There needs to be transfer of federal lands to private use in Gila County. This transfer could also provide funding for new transportation facilities.
2. Will the Regional Framework Study supersede any other studies that have been conducted, such as extending the 4-lanes of US 60 to Globe.

*This study will provide a long-term framework. The projects that are currently funded now will move forward. The Regional Framework Study will not change any of the near-term funded projects that are included in the 5-year construction program.*

3. Growth should be distributed throughout the state. However, there are not roads in Gila County to facilitate growth and development. Land should be transferred to distribute the future population and economic growth throughout the state. Stop deciding that the only growth pattern is by exchanging land in both Pinal and Maricopa Counties.



4. We already know that US 60 and US 70 needs more lanes right now. Acquire the right-of-way right now instead of in the future.
5. Are the interstates administered by the state, or by the Federal government?

*ADOT is responsible for the state highway system.*

6. Is it the state's responsibility for funding of the roads as well? Is federal funding constrained to specific projects? Are federal funds available to buy additional land? Is this the state's responsibility or can they receive federal funds.

*Funding for state highways comes from several sources, including federal funds. Different funds are identified and allocated for different purposes. ADOT must make decisions regarding the state highway system, and then may seek federal funds to help.*

7. In 2018, what will we do when we reach Globe with the US 60? In 2018, do we view the Globe area as a spin-off to another area?
8. We do not want Globe/Miami to be a ghost-town. If the transportation network is diverted away from Globe, it will greatly affect Globe. We need to find other jobs that can be provided for people. We need to find other land areas that can be developed. We need transportation connectivity and economic development. Don't bypass Globe so that we still have a future. Globe has contributed significantly to the history of Arizona and the southwest.
9. We don't know how technology will change in the future. Water issues, subsidence, etc. It is relatively easy to develop roads in farm areas, but we don't know what the next 20 years will bring. Just because it is easy now, doesn't mean that it is the best way to go.
10. By 2050, we need to have more alternatives for mass transportation. The notion that we should connect Arizona cities with roads needs to be balanced by mass transit. Mass transit is inevitable. This needs to be a major part of the transportation plan. Rural areas make sense for bus. For areas like Globe, in the very long term, it may make more sense to connect with rail.
11. Toll roads should be considered. For example, in Denver, a private contractor constructed E-470. As soon as the contractor built the road and made a profit, the road was turned back to the state. Public private partnerships must be considered.

Question No. 2: What connectivity do we need 30 or 40 years from now?

1. Improvement of Gonzales Pass is important. Spend the time trying to figure out how to slow people down and enjoy Globe. The Canyon between Globe and Superior is beautiful. Don't do anything to that canyon.



2. Our transportation system in the Globe area is in good shape. As soon as a bypass is constructed, the economic vitality of Globe will be destroyed.
3. The vision of Globe is not to construct bypasses around Globe.
4. Traffic volumes will continue to increase in Globe. It is very difficult to make a left turn onto US 60. It is in the best interest of Globe to build a transportation route that is close to Globe, perhaps 5 miles north or south of Globe that will bring more people to Globe but not bypass Globe.
5. We need to address the needs to both those who pass through town and those coming to town.
6. Any new bypass needs to be readily accessible to Globe.
7. There are correlations between mining and manufacturing. We don't know how long the window of high copper prices will stay open. Copper mines are here because the mines are here. In contrast, small manufacturers can locate anywhere they want to. However, we need to provide good transportation facilities to access the area. We need to maintain the canyon so that people can safely arrive in Globe and make it enjoyable. If we are going to attract manufacturers, we need to improve the transportation infrastructure.
8. Can ADOT streamline some of the planning processes? Do plans need to go to 4 or 5 steps? Streamline in terms of policies, and facilitate agencies and governments working together. Work with the tribal governments. The San Carlos Tribe can assist in setting priorities.
9. We see Globe in 10 to 20 years being much the way it is now, but with more economic development. 50 years from now the roads will be improved, but we need to maintain the roots that we have today. Hold to the history.
10. One of the plans for US 60/US 70 Corridor was to improve it to meet with I-10 in New Mexico.

*Dianne Kresich stated that this was studied a number of years ago. Right now, it is not a funded or planned ADOT project, but could be included in both the Central and the Eastern Framework Study.*

11. Several years ago, the Town of Miami was opposed to any bypass. Then it was discussed that a bypass would be constructed and roads would be constructed to improve access to down town. There are a lot of different studies that have occurred, and it is very difficult to sort out fact from fiction.
12. We need new airport facilities in the area. We have the roads, the rail is discussed, but we need to consider airport needs. There is a very nice airport on the San Carlos, but it needs more facilities.



13. In 1998 the Town of Miami, City of Globe, and Gila County participated in a study that projected traffic through Globe and Miami. We need to take a look at this study and incorporate the findings of the study.
14. We study, and study, and study. We need to listen to communities. We don't want to create what you are creating in Maricopa County. However, Globe does not want to be bypassed. We want to be an economically viable.

Question 3: What challenges will we face in the future?

1. The companies that invest in the community are the medium sized companies. Globe – Miami wants to prosper in the future. We need to better preserve the infrastructure that we have to attract medium sized companies to locate here. We need to diversify outside of mining and tourism.
2. Globe has significant ties and serves as a hub for communities to the east. The Regional Framework study boundary has been drawn, but it does not reflect the end of Globe's influence.
3. Please consider the thoughts and comments of the Tribe. The San Carlos tribe plays a significant role in economic and community development. Please pass on the message that the San Carlos tribe would like to contribute to the process.

#### **Next Steps**

A second round of community workshops and focus groups will be held in August.

Attendees requested that the sign-in sheet be shared with the US 60 Study Team.

Additional information about this study can be obtained at [BQAZ.gov](http://BQAZ.gov).



**Adjourn**

The meeting adjourned at approx 8:00 p.m.

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## COMMUNITY WORKSHOP ATTENDEES

### FLORENCE - Central Arizona Community Workshop

Organization	First	Last	Title	Address	City	State	Zip
City of Apache Junction	David	Fern		575 E Baseline Rd	Apache Junction	AZ	85219
City of Apache Junction	G	Pham		575 E Baseline Rd	Apache Junction	AZ	85219
Florence Indian Village	Andy	Lopez		15337 WTD Village Rd	Florence	AZ	85232
City of Casa Grande	Paul	Tober					
Town of Florence	Mark	Thompson		600 N Main St PO Box 2670	Florence	AZ	85232
Sells District	Delmarie M	Pancho		PO Box 910	Sells	AZ	85634
CAAG	Bill	Leister		912 E Ash	Globe	AZ	85501
	Wes	Stolsek		4200 E Hawser	Tucson	AZ	85739
PPEP	Jackie	Johnson		901 E 46th St	Tucson	AZ	85173
City of Apache Junction	Sam	Jarjice		300 E Superstition Bl	Apache Junction	AZ	85219
	Luis A	Heredic		1301 E Harrison St	Phoenix	AZ	85034
Merrill Trust Communities & Resorts	Lindsay	Sapanaro		6263 N Scottsdale Rd #205	Scottsdale	AZ	85250
	Joel	Saurey		2150-1 S Country Club Dr #22	Mesa	AZ	85210
	Greg	Stanley		PO Box 272	Florence	AZ	85232
Pima County DOT	Jonathan	Crowe		201 N Stone Ave, 5th Fl	Tucson	AZ	85701
Rose Law Group	Maryanne	Kumiega		6613 N Scottsdale Rd #200	Scottsdale	AZ	85250
Tohono O'odham Nation, Sells District	Barbara	Havier		PO Box 910	Sells	AZ	85634
						AZ	

### GLOBE - Central Arizona Community Workshop

Organization	First	Last	Title	Address	City	State	Zip
	Mark	Shellenberger		9112 S Ice House	Globe	AZ	85501
SCAT Apache Gold Casino	William	Belvado		Box 1270	San Carlos	AZ	85550
Rose Law Group	Benjamin	Maresca		6613 N Scottsdale Rd	Scottsdale	AZ	85250
	Terry	Alderman		116 Escudilla Dr	Globe	AZ	85501
	Steve	Sanders		1400 E Ash St	Globe	AZ	85501



**Statewide Transportation  
Planning Framework**

	Udell	Brown		PO Box 451	San Carlos	AZ	85550
	Bernadine	Brown		PO Box 451	San Carlos	AZ	85550
	Jackson	Henry, Sr		PO Box 305	San Carlos	AZ	85550
Town of Miami	Jose Angel	Medina, Sr		PO Box 297, 500 Sullivan St	Miami	AZ	85539
ADOT	Jerry D	Barnes			Globe	AZ	85501
	Harold W	Leckley			Chandler	AZ	
	William	Kent		1517 Birch St	Globe	AZ	85501
	Jim	Attebery		8082 E Marlin Dr	Globe	AZ	85501
	Jim	McCawley		1228 Crestwood Dr	Globe	AZ	85501
KQSC	Bill	Taylor		Box 262	Globe	AZ	85501
Copper Country News	Lee Ann	Powers		1776 E Ash St	Globe	AZ	85501
Morristown Institute for Public Policy ASU	Yuri	Artibise			Phoenix	AZ	
City of Globe	Manoj	Vyas		150 N Pine St	Globe	AZ	85501
Gila County	Shirley	Dawson	Supervisor	1400 E Ash St	Globe	AZ	85501
	Joe	Sanchez		1400 E Ash St	Globe	AZ	85501
	Jeremy	Burk		5329 Yuma Trail	Globe	AZ	85501
	Chris	Martin		1360 N Broad St	Globe	AZ	85501
	Stanley	Gloson		1001 E Sycamore St	Globe	AZ	85501
	Fernando	Shipley		617 Andrea Circle	Miami	AZ	85539
	Bill	Hanna		350 Euclid Ave	Globe	AZ	85501
	Danny	Michels		1624 Radanovich Bl	Globe	AZ	85501
	Peter	Else		9858 S Calito	Winkleman	AZ	85292
	Velma	Hodson		154 N Pine Dr	Roosevelt	AZ	85545
	Myles	Hodson		154 N Pine Dr	Roosevelt	AZ	85545
	Jim	Rasmussen		1081 E Montecito Dr	Globe	AZ	85501
	Marilynn	Rasmussen		1081 E Montecito Dr	Globe	AZ	85501
	Richard L	Powers		PO Box 2743	Globe	AZ	85501
	Joanne	Zache		5737 S Miami Gardens	Miami	AZ	85539
	Bill	Leister		845 E Cedar St	Globe	AZ	85501
Freeport McMoran	Morris	Ashkie		PO Box 4444	Claypool	AZ	85532
	Kip	Culver		PO Box 775	Globe	AZ	85501
	Roberta	Shellenberger		9112 S Ice House	Globe	AZ	85501



**Statewide Transportation**  
Planning Framework

	Tony	Sanchez		710 1/2 Sullivan St	Miami	AZ	85539
	Esther	Sanchez		710 1/2 Sullivan St	Miami	AZ	85539
Simply Sarah	Sarah Anna	Bernstein		PO Box 2783	Globe	AZ	85502
United Jewelry / Bird Seismic Services Inc	Kenneth	Bernstein		PO Box 162	Globe	AZ	85502
	Tom	Hale		M F Ranch Box 162	Miami	AZ	85539
	Michael A	Pastor		647 S Third St	Globe	AZ	85501

### Event Evaluations

### Event Evaluation – Florence Community Workshop

**Regional Framework Study: Central**    **Date/Location: March, 26, 2008;**  
**Florence, AZ**

Below is a summary of the 14 comment forms received by the project team for this event.

#### - SUMMARY -

Please check the one that applies. 1 = Low; 4 = High

	N/A	1	2	3	4	Comments
Topic			1	1	7	A little too broad;
Understandability of Materials/Handouts			1	2	11	Provide more structure, guidance and direction; didn't get a chance to read all of them
Understandability of Presentation(s)				2	12	
Group Size		1	2	4	7	Small enough good!; greater participation needed
Meeting Facilities		1		1	12	Too cold;
Length of Meeting				2	12	Not too long;
Facilitators					14	Good job!;

What did you like most about your participation in this Event? Being able to actually draw alignments on the maps!; Group participation; Approach; Clear and to the point; Brought up important transportation issues and challenges; Small enough group to have discussions; Needed to become familiar w/ general issues and got a great overview from facilitators; The assistance and willingness from presenters to share; Informal setting; It got group up and involved; Q&A and the group work; Open minded.

What did you dislike or what would you change? More insight on how exact corridors are established; Could use a bit more information on transportation for the disabled; Lack of specifics – table of projects; none; low attendance, low interest by public, poor venue – Change location to Town of Florence and other towns – Use more informal methods to involve community not formal transportation presentation – meeting better if more citizens and public attend not professionals, government and transportation staff; nothing; Reluctance of groups to mark on maps, but it appeared that discussion was captured; Nothing really – Good job!



### Statewide Transportation Planning Framework

Should this type of event continue to be used in the future to educate the public and receive input from the community? Yes 10 No 1 Why? Information should be shared and input reviewed as valid; It needs to be advertised better to get more public involvement; Very instrumental; No, not effective Rather than hold meetings and invite public, why not attend events and gatherings where public is at and solicit input, schools, community meetings, sporting events, restaurants, shopping centers, grocery stores, etc... Use TV, radio, newspapers and other print media to educate and solicit input; Always get information this way that (illegible) not be even considered w/o that input; The more you know, the better off you are.

Please provide us any other comments to assist in improving this process or project. Advertise for more participants; Feel free to contact me for suggestions regarding public involvement and other aspects of study (Jonathan Crowe, Principal Planner, Pima County DOT 520.740.6383 [jonathan.crowe@dotpima.gov](mailto:jonathan.crowe@dotpima.gov); provide a list of presenters and ADOT Staff to attendees.



### Event Evaluation – Globe Community Workshop

**Regional Framework Study: Central Globe, AZ**      **Date/Location: March, 27, 2008;**

Below is a summary of the 9 comment forms received by the project team for this event.

#### - SUMMARY -

Please check the one that applies. 1 = Low; 4 = High

	N/A	1	2	3	4	Comments
Topic				1	4	
Understandability of Materials/Handouts				5	3	
Understandability of Presentation(s)				5	3	
Group Size				2	6	Large group
Meeting Facilities		1	2	3	2	Parking issues; acoustics were poor
Length of Meeting				6	2	
Facilitators				4	3	Very good!

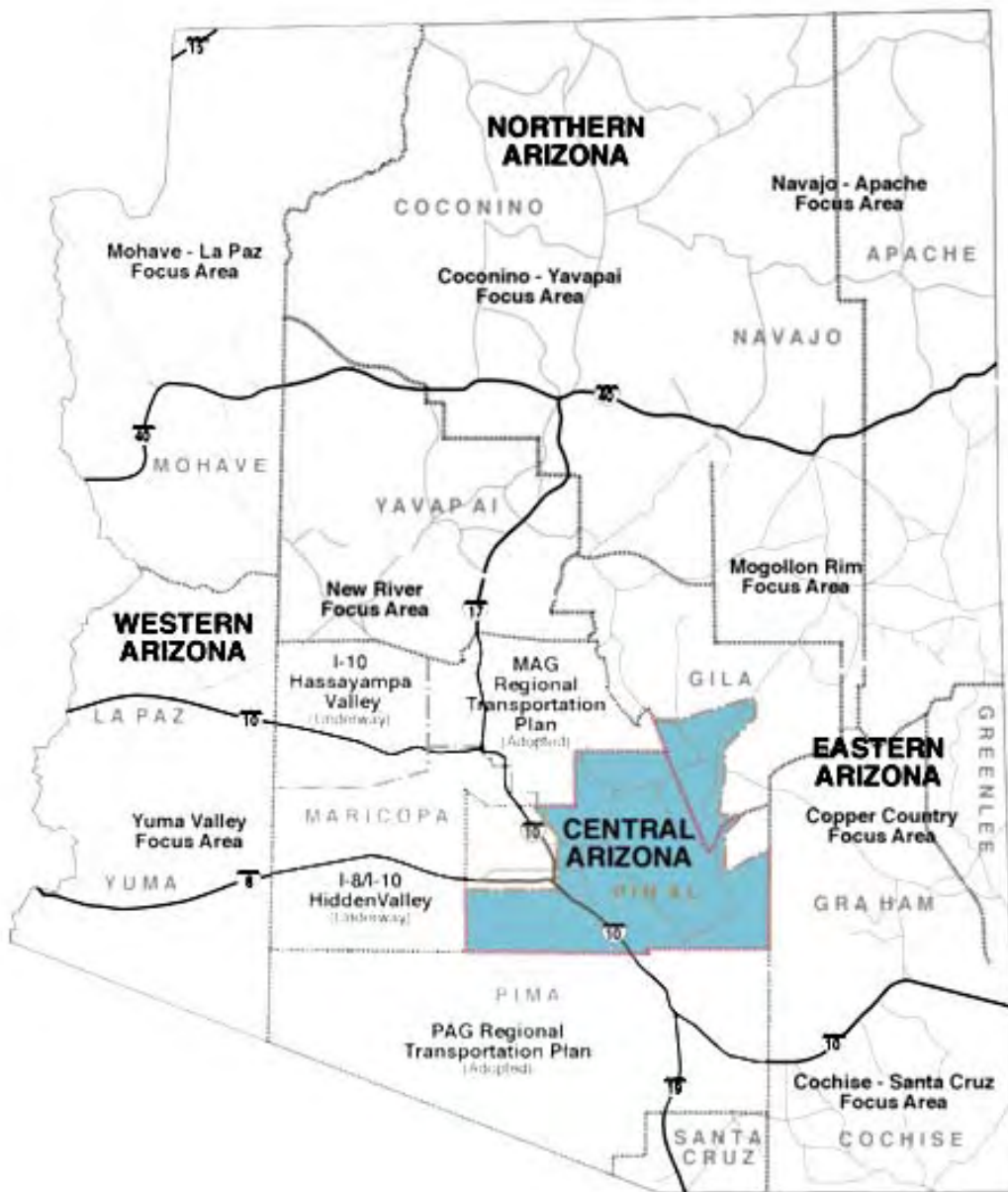
What did you like most about your participation in this Event? Good response from attendees; the opportunity to share my point of view w/ ADOT and other members of the community; the meeting was fine; connecting with people in this region; letting us make comments and acting like you care about what we have to say; good information; information

What did you dislike or what would you change? Acoustics of building could be better; that's a very broad based question; I would draw more horizontal lines for study areas, then make circles around actual communities recognizing hubs; You have too many studies; smaller groups;

Should this type of event continue to be used in the future to educate the public and receive input from the community? Yes 6 No \_\_\_\_ Why? There is the constant need for communications; But, don't draw out for ears and the redo; Keep the public informed

Please provide us any other comments to assist in improving this process or project. Publish best of public/private partners; I had two comments that I felt were not understood, first we need land exchange in Gila County to support the growth that will come. Second, land sales could be a great means of funding future projects while meeting the need for land we have in Gila County; When looking at mass transit for Southern Gila County, all should be considered to protect pristine lands and open the area to the world; Think of rural Arizona not just the "growth" areas – the building of roads affects growth; smaller groups; Thank you!

## Central Arizona Framework Study Focus Group Summary Report



Florence, AZ March 26, 2008  
Globe, AZ March 27, 2008

## Executive Summary

Focus groups were held on a variety of special interests, in the locations below and had a varying amount of attendees:

Date	Location	Description	Attendees
3/26/08	Florence, Anthem Parkside Community Center	Commercial & Multimodal Transit	11
3/26/08	Florence, Anthem Parkside Community Center	Business & Development	6
3/26/08	Florence, Anthem Parkside Community Center	Environmental	7
3/27/08	Globe, American Legion Hall	Commercial & Multimodal Transit	1
3/27/08	Globe, American Legion Hall	Business & Development	-
3/27/08	Globe, American Legion Hall	Environmental	2

The Central Arizona Framework Study Project Team held a series of six focus groups in the Florence and Globe areas of the study area. Attendance generally was considered good at the Florence location, but the geographic location of Globe did not draw out the number of attendees anticipated.

Generally the most discussed topics included: population growth; transportation funding; the incorporation of ongoing planning and transportation studies; availability of transit; tribal community coordination; economic development and the environmental conditions.

Common themes that came up across the geographic areas included:

- Impacts of growth on transportation – growth is driving need not local community
- Desire to have transit, local and regional – as well as a desire to creatively approach these challenges (ex: Globe establish dial-a-ride type service utilizing other agencies vans during off-peak hours).
- New corridors and existing studies were front of mind for most
- Protection of wildlife corridors

Differences the existed across geographic areas:



- Transit needs in Gila were different than in Pinal County (Local/Regional Bus vs. Mass-Transit, desire for rail) ex: Globe once relied on Greyhound in order for transit dependents to reach Phoenix.
- Attitude towards new routes was different in each area – in Florence new routes seemed to generally be accepted, while in Globe attitudes towards new routes were mixed.

NOTE: In Globe there were no attendees for the Business/Development Focus Group, therefore no meeting summary is provided.





## **Commercial and Multimodal Transportation Focus Group Meeting Summary Notes**

Date Produced:	April 1, 2008
Meeting:	Central Arizona Framework Study, Round One Focus Group Meeting - Commercial and Multimodal
Date:	March 26, 2008
Location:	Anthem Parkside Community Center 3200 North Anthem Way Florence, Arizona 85232
Purpose:	The purpose of the meeting is to conduct Round One Focus Group Meeting – Commercial and Multimodal

Participants:

- Mike Pacelli, Town of Queen Creek
- Mark Young, Town of Queen Creek
- Andy Smith, Pinal County
- Doug Hansen, Pinal County
- Craig Greggor, CAAG
- Mark Thompson, Town of Florence
- Scott Powell, Town of Florence
- Paul Stable, Arizona City Fire
- Richard Young
- Brian Varney, Town of Marana
- Paul Keesler, Town of Oro Valley
- Dianne Kresich, ADOT
- Ethan Rauch, DMJM Harris
- Dave Perkins, Kimley-Horn and Associates, Inc.
- Brent Crowther, Kimley-Horn and Associates, Inc.
- Rob Antoniak, HDR/S.R. Beard and Associates

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 9:00 a.m. by Dianne Kresich.





### **Introductions**

Dianne Kresich welcomed attendees to the meeting, and led study team and attendees in self-introductions.

### **Project Overview**

Dianne provided a brief overview of the Framework Process. Key elements of her presentation included:

- The Central Arizona Framework is one of a series of Regional Framework Studies being conducted statewide. The Regional Framework Studies are Multimodal and include both the local and state highway system. Economic and environmental implications of the transportation system plans and concepts will be considered. Multimodal needs will be considered for horizon years of 2030 and 2050.
- Arizona's population is projected to continue to grow over the next several decades. Arizona's population in 2050 could exceed 14 million people. The Phoenix and Tucson metropolitan areas are forecast to expand into a megalopolis, referred to as the "Sun Corridor".
- Regional Framework Study Guiding Principles include: (1) Multimodal balance, smart growth/sustainable land use, (2) Tribal Community involvement, (3) economic development / business development (4) environmental / conservation community involvement, (5) statewide collaboration.
- Regional Framework Study objectives include: (1) enhance connectivity among regions (2) conduct extensive outreach to stakeholders and partners (3) conduct a consistent process (4) identify needs and potential improvements: state highways, regional facilities, high capacity transit and improved local service, major local streets.
- The study area for the Central Framework Study includes most of Pinal County, and southern Gila County. The Maricopa and Casa Grande areas of Pinal County are included in the MAG Hidden Valley Regional Framework Study. All areas of the state are included into one of the Regional Framework Studies.
- Pinal County was recently identified as the 3<sup>rd</sup> fastest growing county in the United States from 2006 to 2007. In contrast, population in growth in Gila County is relatively flat. Only 2% of land in Gila County is available for private development.
- Tribal Communities is a key study objective.
- Stakeholder interviews were recently completed with agencies and jurisdictions throughout the study area. Commonly discussed issues include



growth, Multimodal connectivity (passenger rail), and basic infrastructure needs such as sidewalks. A presentation board high lights issues identified during each stakeholder interview.

- Each Regional Framework Study will identify projects identified to meet 2030 and 2050 needs. The individual Regional Framework studies will subsequently be compiled into a Statewide Framework Plan.
- The Regional Framework Studies look beyond the traditional transportation planning horizon of 20 to 25 years, but are looking at needs for a 40 to 50 year planning horizon. The Regional Framework Studies will address regional connectivity, system continuity, provision for corridor preservation in advance of development, and allow for staged implementation.
- The next steps of the Regional Framework Study process are to summarize input received during public involvement activities, formulate and evaluate alternative multimodal networks, conduct a second round of public involvement activities, and develop a final report.

#### **Questions and Answer Session**

1. Will there be any 'catch-up' addressed in the project, or are we only focusing on the future. Dianne Kresich stated that projects will be directed toward needs.
2. Mark Young asked if priority areas will be identified to address specific transportation concerns, or will it be a broad-based 'peanut butter' approach. Dianne stated that the Critical Needs effort is running concurrently with the Framework Study. The results of the Critical Needs study will be presented to the Governor within the next several weeks. It is anticipated that the Governor and the Legislature will respond to the Critical Needs report. Funding is the major unknown, and also the most important factor.
3. Paul Keesler (Oro Valley) asked if impact fees are being considered at the state level. Dianne Kresich stated that it has not been considered at the state level. A consultant is currently under contract to ADOT to develop funding alternatives and recommendations.

#### **Interactive Discussion**

Dave Perkins provided an introduction to the interactive activity, while Rob Antoniak scribed brief notes to flip charts. The intent of the interactive activity is to focus on 'non-single vehicle' modes of travel: transit, bicycle, and commercial vehicles.

Question 1: What are the regional multimodal transportation issues that must be considered?

1. Pinal County is preparing to commence a transit feasibility and implementation plan. As they will not be able to complete their study by the



end of this year, will there be an opportunity to integrate this study into the Regional Framework Study? The Pinal County study will be looking at connections to other jurisdictions and areas. How will the projects and recommendations of the Pinal County study be incorporated into the Framework Study? It will be a comprehensive study that may include identification of specific Park and Ride lots, etc. It will address commuter needs, ADA dependent needs, bus rapid transit, and park and ride.

2. The Town of Queen Creek has previously tried transit. However, connectivity between several regions is critical to the success of any transit system.
3. A desired outcome of the Framework Study will be identification of connections between regions.
4. The Framework Study is not the end of the story. The state will be required to provide an update to the Long Range Transportation Plan.
5. Quick fixes need to be addressed. We won't be able to implement a \$100 million transit system over night, but can implement small improvements.
6. We shouldn't be so focused on the long range that we forget the short term improvements. We don't want to keep hearing that that the issues will be addressed in another study.
7. In the past, ADOT has resisted developing bicycle and pedestrian facilities. Will this framework study address the philosophical differences within ADOT itself?
8. Perspectives within ADOT are changing.

*The recently updated bicycle policy states that bicycles will be accommodated.*

9. Will policy changes be recommended in the Framework Study? For example, will regional authorities be a recommendation? Will regional improvement districts be recommended, etc.?

*The study will provide context to help local jurisdictions understand the connections that local systems should interface with.*

10. A new policy should be to construct the policy at 3 lanes, and make room for HOV lane improvements.

Question 2: What are the commercial transportation issues that must be addressed?

1. Have we thought about putting freight on light rail? We frequently talk about distributing freight to the same congested areas that trucks currently deliver to. Light rail is not designed to transport heavy freight, but the system can be designed to transport light freight to distribution centers located in the

valley. Trucks are large users of the highway system, and it costs a lot of money to maintain the roads, etc. Can a system be designed to transport light freight that would generate revenue.

2. The transit system can be designed to connect to different malls. Freight is where money can be made. Freight could subsidize commuter rail. The entire Alameda Corridor is paid for by freight.

Question 3: What types of issues are there in accommodating commercial truck traffic?

1. Crossings of railroads and rivers need to be improved to accommodate commercial trucks. More truck stops and parking are needed.
2. Truck parking is an issue at the national level.
3. ADOT is currently conducting a statewide freight study. They are identifying where the gaps are in the system, and will develop general strategies and recommendations.

Question 4: Are there Multimodal trends?

1. Funding is shrinking. Everybody wants the transit service, but nobody wants to pay for it.
2. Most Arizonans want the transit service for "Others" to use and get off the road.
3. There is a critical need for railroad grade separated interchanges with intersections.
4. Can there be a policy shift at the federal level to provide improved access to railroad ROW for Multimodal corridors (busways, etc.)
5. Trends in moving freight:
  - a. Increasing size of trucks to maximize efficiency.
  - b. Trucking companies are beginning to coordinate with the railroad companies. Trucks are limited to 80,000 lbs because of railroad limitations. Trucking is trying to shift more business to the railroads.

Question 5: Is a regional air freight facility needed in the County?

1. A major freight hub was developed in Alliance Texas that included warehouses, railroad access, etc. Air freight has been less successful there.
2. The Pinal County Comprehensive Plan identified Coolidge as a major airport in the future.
3. There is a need for an intermodal facility taking advantage of the existing railroad infrastructure – e.g. Picacho Peak.





4. The epi-center of Phoenix and Tucson is the Eloy area. There are 20,000 trucks per day that pass through I-10/ I-8 interchange.
5. ADOT is conducting a statewide Aviation System Plan that will identify need for new airport facilities.
6. The Pinal County Comprehensive Plan is leaning towards commuter rail co-locating with major new freeway transportation corridors (e.g. the North-South corridor).
7. I-10 does not have enough capacity to accommodate future travel projections.
8. The Pinal Comprehensive Plan is leaning towards establishing the core of economic growth along the I-10 corridor.
9. I-10 cannot be expanded because of railroad constraints and environmental (rivers, washes, etc.).
10. I-10 could become the freight corridor, and the North-South corridor would be the passenger corridor.
11. Consideration needs to be made for mining communities – there are significant switchbacks with steep grades on 2-lane roads, all with heavy truck traffic often hauling hazardous materials.
12. I-10 is limited in what we can do. There is a need for the east-west I-10 by-pass route for freight that doesn't have to pass through Phoenix and Tucson.
13. Land use must be addressed.
14. Are there possibilities for privatization of transit facilities?

**Question 6: Are there obstacles to transportation improvements?**

1. There are limitations on what can be accomplished on the Gila River corridor.
2. There are no dispersal systems at the destinations. Are there opportunities for private transit companies? The actual cost of transit service cannot be recovered solely through fares. A comprehensive approach is required – land use policy changes, etc.
3. We can't discount the possibility of privatizing transportation infrastructure (transit, roadways, etc.).
4. The age of the railroad infrastructure system is an issue.





5. Every community needs to have the transportation system. If you take transit to a neighboring jurisdiction, it won't do any good unless there is something at the other end to substitute for personal vehicle.

### **Wrap-Up**

Each attendee was asked to provide final comments.

1. There is a large trend of people using the back roads to get to Phoenix (SR-77 / SR-79). Immediate relief is needed on Oracle Road.
2. There is a need for utility and technology corridors.
3. Economic development is needed.
4. New alternate routes are needed.

### **Next Steps**

A second round of community workshops and focus groups will be held in August.

Additional information about this study can be obtained at [BQAZ.gov](http://BQAZ.gov).

### **Adjourn**

The meeting adjourned at 11:00 a.m.

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Edited by:  
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HDR/S.R. Beard and Associates  
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101 North 1<sup>st</sup> Ave, Suite 1950  
Phoenix, AZ 85003



## **Business and Development Focus Group Meeting Summary Notes**

Date Produced:	April 1, 2008
Meeting:	Central Arizona Framework Study, Round One Focus Group Meeting – Business and Development
Date:	March 26, 2008
Location:	Anthem Parkside Community Center 3200 North Anthem Way Florence, Arizona 85232
Purpose:	The purpose of the meeting is to conduct Round One Focus Group Meeting – Business and Development

Participants: Lisa Ribes, Wheats Chaff  
Liba Wheat, Wheats Chaff  
George Chasse, Chasse Real Estate  
Pike Oliver, W Holdings  
Jerry Witt, W Holdings  
Alton Bruce, City of Coolidge  
Capt. Joseph Aldrich, Arizona Army National Guard  
Dianne Kresich, ADOT  
Ethan Rauch, DMJM Harris  
Dave Perkins, Kimley-Horn and Associates, Inc.  
Brent Crowther, Kimley-Horn and Associates, Inc.  
Rob Antoniak, HDR/S.R. Beard & Associates

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 12:30 p.m. by Dianne Kresich.

### **Introductions**

Dianne Kresich welcomed attendees to the meeting, and led study team and attendees in self-introductions.

### **Project Overview**

Dianne provided a brief overview of the Framework Process. Key elements of her presentation included:

- The Central Arizona Framework is one of a series of Regional Framework Studies being conducted statewide. The Regional Framework Studies are Multimodal and include both the local and state highway system. Economic and environmental implications of the transportation system plans and



concepts will be considered. Multimodal needs will be considered for horizon years of 2030 and 2050.

- Arizona's population is projected to continue to grow over the next several decades. Arizona's population in 2050 could exceed 14 million people. The Phoenix and Tucson metropolitan areas are forecast to expand into a megalopolis, referred to as the "Sun Corridor".
- Regional Framework Study Guiding Principles include: (1) Multimodal balance, smart growth/sustainable land use, (2) Tribal Community involvement, (3) economic development / business development (4) environmental / conservation community involvement, (5) statewide collaboration.
- Regional Framework Study objectives include: (1) enhance connectivity among regions (2) conduct extensive outreach to stakeholders and partners (3) conduct a consistent process (4) identify needs and potential improvements: state highways, regional facilities, high capacity transit and improved local service, major local streets.
- The study area for the Central Framework Study includes most of Pinal County, and southern Gila County. The Maricopa and Casa Grande areas of Pinal County are included in the MAG Hidden Valley Regional Framework Study. All areas of the state are included into one of the Regional Framework Studies.
- Pinal County was recently identified as the 3<sup>rd</sup> fastest growing county in the United States from 2006 to 2007. In contrast, population in growth in Gila County is relatively flat. Only 2% of land in Gila County is available for private development.
- Tribal Communities is a key study objective.
- Stakeholder interviews were recently completed with agencies and jurisdictions throughout the study area. Commonly discussed issues include growth, Multimodal connectivity (passenger rail), and basic infrastructure needs such as sidewalks. A presentation board high lights issues identified during each stakeholder interview.
- Each Regional Framework Study will identify projects identified to meet 2030 and 2050 needs. The individual Regional Framework studies will subsequently be compiled into a Statewide Framework Plan.
- The Regional Framework Studies look beyond the traditional transportation planning horizon of 20 to 25 years, but are looking at needs for a 40 to 50 year planning horizon. The Regional Framework Studies will address regional connectivity, system continuity, provision for corridor preservation in advance of development, and allow for staged implementation.



- The next steps of the Regional Framework Study process are to summarize input received during public involvement activities, formulate and evaluate alternative multimodal networks, conduct a second round of public involvement activities, and develop a final report.

### **Questions and Answer Session**

No questions were asked of the presenters – moved right in to interactive discussion.

### **Interactive Discussion**

Dave Perkins provided an introduction to the interactive activity, while Rob Antoniak scribed brief notes to flip charts. The intent of the interactive activity is to focus on economic development and business related issues.

During the interactive discussion the following issues/points were brought up – the group felt they deserved attention while planning for transportation in the Central Arizona region:

1. This study should take in to consideration the Pinal Comprehensive Plan. There are many elements that this study could "Bootstrap" off of in order to have a more comprehensive framework.
2. Coolidge Airport currently surrounded by state land needs to be taken in to consideration.
3. Infrastructure is needed to support anticipated employment growth in the region.
4. The North/South freeway corridor – connecting southern and central Arizona.
5. Airports, universities, office space – generally speaking the growth in this region needs to accommodate the variety of demands that will be occurring.
6. Pinal Airport – If this airport becomes more regionally significant transportation to/from will need to be planned. Demand on surrounding roadways will increase.
7. Military uses – Rittenhouse's interaction with transportation facilities Public safety during training while low flights cross training transportation routes – especially in the vicinity of the SRP Power lines and CAP Canal – heavy lifting training occurs in the area.
8. Tucson will grow to the northwest and in to the Pinal County area.
9. Superstition Vistas – growth of...



10. I-10 bypass, as that plan evolves more specifics will identify economic activity centers
11. South of Eloy may become similar to west of White Tank Mountains, large land banking is underway now and could result in large master-planned communities
12. Identify corridors that could use different sources of money (public/private partnerships)
13. High Education – This area should be planning to accommodate a higher education campus - Where will we locate higher education? (Central AZ College, Apache Junction, Superstition Vistas, Coolidge, Florence, Eloy?)
14. California was 18 million people in 1970; today it is 35/36 million it is imperative that transportation stay ahead of the growth.
15. Anticipated industrial center at I-10, I-8, and Railroad intersection. I-10/I-8 junction – Hi-tech potential (commercial and/or employment) on north side, master planned community on south side
16. Union Pacific freight is triple tracking in some areas now in order to accommodate growth of freight through Arizona.
17. What is going to happen to the City of Mesa owned land (SR87)
18. Potential to have R & D Center (employment/education) in area of Pinal/Pima border, highly dependent on I-10 Alternate route.

When asked if there were obstacles to transportation improvements the focus group responded with the following points and observations:

1. State Land Trust – the planning/development cycle of State Trust Land sometimes slows down ability to plan.
2. Money, incremental legislation
3. Tribal coordination
4. Visual aesthetics of infrastructure in environmentally sensitive areas.
5. Size of facilities, rail vs. highway, need transit
6. Environmental issues, wildlife crossings
7. Rail road crossings – at grade crossings need to be removed and avoided in the future.





**Next Steps**

A second round of community workshops and focus groups will be held in August.

Additional information about this study can be obtained at [BQAZ.gov](http://BQAZ.gov).

**Adjourn**

The meeting adjourned at 2:30 p.m.

Meeting summary notes produced by:  
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Phoenix, AZ 85003



## **Environmental Focus Group Meeting Summary Notes**

Date Produced:	April 1, 2008
Meeting:	Central Arizona Framework Study, Round One Focus Group Meeting – Environmental
Date:	March 26, 2008
Location:	Anthem Parkside Community Center 3200 North Anthem Way Florence, Arizona 85232
Purpose:	The purpose of the meeting is to conduct Round One Focus Group Meeting – Environmental

Participants: Dan Nelson, Arizona Game & Fish  
John Windes, Arizona Game & Fish  
Rob Burton, The Nature Conservancy  
Anastasia Olander, ADOT Tucson District  
Barney Riley, National Park Service  
Michelle Green, Arizona State Land Department  
Melanie Headstream, Arizona State Land Department  
Dianne Kresich, ADOT TPD  
Ethan Rauch, DMJM Harris  
Dave Perkins, Kimley-Horn and Associates, Inc.  
Brent Crowther, Kimley-Horn and Associates, Inc.  
Rob Antoniak, HDR/S.R. Beard and Associates

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 3:00 p.m. by Dianne Kresich.

### **Introductions**

Dianne Kresich welcomed attendees to the meeting, and led study team and attendees in self-introductions.

### **Project Overview**

Dianne provided a brief overview of the Framework Process. Key elements of her presentation included:

- The Central Arizona Framework is one of a series of Regional Framework Studies being conducted statewide. The Regional Framework Studies are Multimodal and include both the local and state highway system. Economic and environmental implications of the transportation system plans and



concepts will be considered. Multimodal needs will be considered for horizon years of 2030 and 2050.

- Arizona's population is projected to continue to grow over the next several decades. Arizona's population in 2050 could exceed 14 million people. The Phoenix and Tucson metropolitan areas are forecast to expand into a megalopolis, referred to as the "Sun Corridor".
- Regional Framework Study Guiding Principles include: (1) Multimodal balance, smart growth/sustainable land use, (2) Tribal Community involvement, (3) economic development / business development (4) environmental / conservation community involvement, (5) statewide collaboration.
- Regional Framework Study objectives include: (1) enhance connectivity among regions (2) conduct extensive outreach to stakeholders and partners (3) conduct a consistent process (4) identify needs and potential improvements: state highways, regional facilities, high capacity transit and improved local service, major local streets.
- The study area for the Central Framework Study includes most of Pinal County, and southern Gila County. The Maricopa and Casa Grande areas of Pinal County are included in the MAG Hidden Valley Regional Framework Study. All areas of the state are included into one of the Regional Framework Studies.
- Pinal County was recently identified as the 3<sup>rd</sup> fastest growing county in the United States from 2006 to 2007. In contrast, population in growth in Gila County is relatively flat. Only 2% of land in Gila County is available for private development.
- Tribal Communities is a key study objective.
- Stakeholder interviews were recently completed with agencies and jurisdictions throughout the study area. Commonly discussed issues include growth, Multimodal connectivity (passenger rail), and basic infrastructure needs such as sidewalks. A presentation board high lights issues identified during each stakeholder interview.
- Each Regional Framework Study will identify projects identified to meet 2030 and 2050 needs. The individual Regional Framework studies will subsequently be compiled into a Statewide Framework Plan.
- The Regional Framework Studies look beyond the traditional transportation planning horizon of 20 to 25 years, but are looking at needs for a 40 to 50 year planning horizon. The Regional Framework Studies will address regional connectivity, system continuity, provision for corridor preservation in advance of development, and allow for staged implementation.



- The next steps of the Regional Framework Study process are to summarize input received during public involvement activities, formulate and evaluate alternative multimodal networks, conduct a second round of public involvement activities, and develop a final report.

#### **Interactive Activity**

Dave Perkins provided an introduction to the interactive activity, while Rob Antoniak scribed brief notes to flip charts. The intent of this discussion is to discuss environmental considerations and issues that should be addressed in the study.

Question 1: What regional urban growth/development and economic changes do you see occurring in the future that will impact environmental / conservation objectives?

1. Population growth will impact Arizona Game and Fish in several ways. The continued urbanization of Arizona will change the customer base from a historically rural constituency to a more urban constituency. Historically, most revenue for Game and Fish has originated from hunting and fishing licensing. They are discussing ways to maintain green space near urban areas in close proximity to population centers. Local jurisdictions need the tools to address this issue. There is a lot of private land and state land that will be developed, that currently is farm land. The farmland historically supported hunting opportunities. A concern is large urban centers that lose the connection to the natural world.
2. The mission of Arizona Game and Fish is to implement aggressive management programs for preservation of lands for future generations. This includes maintaining large and connected habitat. Growth should be focused into the Sun Corridor rather than fragmenting habitat across the state.
3. Nobody discounts the notion that the population will grow. However, we have an opportunity to plan for the growth. A detailed map was developed by Nature Conservancy and the Game and Fish describing the natural infrastructure of Arizona. This component needs to be addressed in the Framework Study. The natural infrastructure is critical to maintaining and developing quality of life.
4. Instead of reacting to how we are going to deal with growth, we need to be thinking about how we are going to direct and manage growth.
5. Game and Fish is working on Areas of Conservation Priority maps. This will be available in June. The purpose of ACP is to think about where a highway should go to minimize environmental impacts – least number of species, sensitive areas, etc.
6. Arizona Game and Fish is willing to convene a group of experts to review and provide input to the study.



7. One of the largest concerns of residents in the Pinal County Comprehensive Plan is to preserve open space areas.
8. Population growth is a double-edged sword for the National Parks and Monuments. Wildlife connectivity and movement is a key concern. Population growth enables more people to visit the park, but also requires more infrastructure in order to serve them.
9. State Land owns about 60% of land in Pinal County. However, they have funding to provide comprehensive planning for their land. They are currently planning the Lost Dutchman Heights area. East Valley Partnership is conducting a land planning study for Superstition Vistas.
10. ASLD reform is essential. The Superstition Vistas area is considering implementing a lot of environmental and green planning concepts. They haven't incorporated a large scale wildlife area to the scale that Game and Fish would like, but Game and Fish is pleased with the direction that it is headed.
11. ASLD has incorporated open space and green belt concepts into the Arroyo Grande planning area, north of Tucson.
12. Pinal County has integrated wildlife corridors and wildlife linkages into the Comprehensive Plan.
13. ASLD is the key to the study area and to wildlife conservation. ASLD needs to be provided the opportunity to swap land for areas that should be conserved with those that should be developed.

Question 2: What are the regional environmental or conservation issues (and obstacles) that the Regional Framework Study must address?

1. I-10 by-pass alignment: could divert traffic from Sandario Road, and could increase visitation to the park. Game and Fish took opposition to all of the proposed I-10 bypass routes, though the Avra Valley route was the least impactful of all of the routes. Game and Fish position is to construct within the existing corridor and minimize environmental impacts.
2. Dianne stated that the 10-lane footprint of I-10 is the ultimate footprint for I-10 and will not accommodate the projected traffic volumes.
3. The new freeway corridors do not have to be squeezed into existing right of way, but need to be consolidated into existing urban areas.
4. Keep Game and Fish involved as early as possible in the planning of new roads. If new roads are being constructed, and there are opportunities for wildlife crossings, Game and Fish has the resources and technical expertise to offer planning and design assistance.
5. We need to coordinate regional planning around large geographic features.





Question 3: Are there environmental and conservation plans currently underway that may impact future transportation facilities or services?

1. Suggested plans and documents included:
  - a. The Middle Gila Conservation Partnerships includes the eastern half of the Central Arizona Regional Framework.
  - b. Pinal Partnership Open Space and Trails Subcommittee.
  - c. Pinal County Comprehensive Plan
  - d. Arroyo Grande Conceptual Plan
  - e. Areas of Conservation Plan.
2. Game and Fish is in the early stages of developing a wildlife linkages certification process.
3. ASLD has conceptual planning program. The next step is to integrate with the comprehensive plan and general plan of the communities.
4. Archeology and historical resource areas should be considered.

### **Wrap-up**

1. Game and Fish is concerned not only about the footprint of the road, but also access to sensitive lands and areas.
2. Roads facilitate urban development. Urban development has a tremendous effect on wildlife habitat. Keep the infrastructure as compressed and narrowed as possible.

### **Next Steps**

A second round of community workshops and focus groups will be held in August.

Additional information about this study can be obtained at [BQAZ.gov](http://BQAZ.gov).



**Adjourn**

The meeting adjourned at approx 5:00 p.m.

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## **Commercial and Multimodal Transportation Focus Group Meeting Summary Notes**

Date Produced:	April 1, 2008
Meeting:	Central Arizona Framework Study, Round One Focus Group Meeting – Multimodal and Commercial Vehicles
Date:	March 27, 2008
Location:	American Legion Post No. 4 Hall 645 South Broad Street Globe, AZ 85501
Purpose:	The purpose of the meeting is to conduct Round One Focus Group Meeting – Multimodal and Commercial Vehicles

Participants: Cathy Melvin, CAAG  
Dianne Kresich, ADOT TPD  
Terri Kennedy, ADOT TPD  
Bill Pederson, ADOT CCP  
Rob Antoniak, HDR/S.R. Beard and Associates  
Dave Perkins, Kimley-Horn and Associates, Inc.  
Brent Crowther, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 9:15 a.m. by Dianne Kresich.

### **Introductions**

Dianne Kresich welcomed Kathy Melvin to the meeting.

### **Project Overview**

Dianne provided a brief overview of the Framework Process:

- Arizona's population is projected to continue to grow over the next several decades. Arizona's population in 2050 could exceed 14 million people. The Phoenix and Tucson metropolitan areas are forecast to expand into a megalopolis, referred to as the "Sun Corridor".
- Regional Framework Study Guiding Principles include: (1) Multimodal balance, smart growth/sustainable land use, (2) Tribal Community involvement, (3) economic development / business development (4) environmental / conservation community involvement, (5) statewide collaboration.



- The study area for the Central Framework Study includes most of Pinal County, and southern Gila County. The Maricopa and Casa Grande areas of Pinal County are included in the MAG Hidden Valley Regional Framework Study. All areas of the state are included into one of the Regional Framework Studies.
- Regional Framework Study objectives include: (1) enhance connectivity among regions (2) conduct extensive outreach to stakeholders and partners (3) conduct a consistent process (4) identify needs and potential improvements: state highways, regional facilities, high capacity transit and improved local service, major local streets.
- Pinal County was recently identified as the 3<sup>rd</sup> fastest growing county in the United States from 2006 to 2007. In contrast, population in growth in Gila County is relatively flat. Only 2% of land in Gila County is available for private development.

The following questions were asked of Focus Group participant:

*1. Greyhound Service terminated approximately 2 years ago. Help us understand this better.*

- Veterans would use the bus to access medical care in Mesa and Phoenix. Transportation to/from Phoenix area is expensive in Taxi's, etc.
- Transportation issues are a significant barrier for people to access employment centers, etc.
- The greyhound bus terminal was located in downtown Globe. She presumes that it was a financial decision for termination of service.

She doesn't see how the community can expect to have transportation service, and not expect to pay for it.

- If an agency were able to provide a van, CAAG could participate in helping to pay another agency to provide service.
- It would be helpful to lessen restrictions on vans purchased for Senior Centers, etc. For example, the ADOT 5310 application requires the van to be used for the purpose for which it was purchased. If the restrictions could be lifted, the vans could be put to better use after hours (for the Sr. Center). They could be used to provide access to education, etc. after the Sr. Centers are finished use of the van.

*What transportation improvements are needed?*

- An expanded rail system to the mines would help. Large equipment could utilize the rail rather than the roadways.



- Widening of US 60 to Globe would be important.
- Passenger rail between Globe/Miami/Apache Gold Casino would be more of a tourist attraction, rather than a transit dependent improvement.
- There are a lot of people who walk to and from Miami and Globe.
- SR-177 is the only state highway with a 10% grade. Paving of Florence Kelvin Highway would be important as a reliever route to US 60, and also help on SR-177.

### **Next Steps**

A second round of community workshops and focus groups will be held in August.

Additional information about this study can be obtained at [BQAZ.gov](http://BQAZ.gov).

### **Adjourn**

The meeting adjourned at 10:15 a.m.

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## **Environmental Focus Group Meeting Summary Notes**

Date Produced:	April 1, 2008
Meeting:	Central Arizona Framework Study, Round One Focus Group Meeting – Environmental
Date:	March 27, 2008
Location:	American Legion Post No. 4 Hall 645 South Broad Street Globe, AZ 85501
Purpose:	The purpose of the meeting is to conduct Round One Focus Group Meeting – Environmental

Participants: Linda Taunt, ADEQ  
Dana, Arizona Game and Fish  
Dianne Kresich, ADOT TPD  
Terri Kennedy, ADOT TPD  
Bill Pederson, ADOT CCP  
Rob Antoniak, HDR/SR Beard and Associates  
Dave Perkins, Kimley-Horn and Associates, Inc.  
Brent Crowther, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 3:00 p.m. by Dianne Kresich.

### **Introductions**

Dianne Kresich welcomed attendees to the meeting.

### **Project Overview**

Dianne provided a brief overview of the Framework Process. Key elements of her presentation included:

- The Central Arizona Framework is one of a series of Regional Framework Studies being conducted statewide. The Regional Framework Studies are Multimodal and include both the local and state highway system. Economic and environmental implications of the transportation system plans and concepts will be considered. Multimodal needs will be considered for horizon years of 2030 and 2050.
- Arizona's population is projected to continue to grow over the next several decades. Arizona's population in 2050 could exceed 14 million people. The



Phoenix and Tucson metropolitan areas are forecast to expand into a megalopolis, referred to as the "Sun Corridor".

- Regional Framework Study Guiding Principles include: (1) Multimodal balance, smart growth/sustainable land use, (2) Tribal Community involvement, (3) economic development / business development (4) environmental / conservation community involvement, (5) statewide collaboration.
- Dana, Arizona Game and Fish asked if there has been significant interest expressed in Multimodal transportation (e.g. rail). Dianne Kresich stated that the stakeholders with whom we have met, primarily staff from local and regional agencies/jurisdictions, have expressed interest in rail alternatives.
- Regional Framework Study objectives include: (1) enhance connectivity among regions (2) conduct extensive outreach to stakeholders and partners (3) conduct a consistent process (4) identify needs and potential improvements: state highways, regional facilities, high capacity transit and improved local service, major local streets.
- The study area for the Central Framework Study includes most of Pinal County, and southern Gila County. The Maricopa and Casa Grande areas of Pinal County are included in the MAG Hidden Valley Regional Framework Study. All areas of the state are included into one of the Regional Framework Studies.
- Pinal County was recently identified as the 3<sup>rd</sup> fastest growing county in the United States from 2006 to 2007. In contrast, population in growth in Gila County is relatively flat. Only 2% of land in Gila County is available for private development.
- Tribal Communities is a key study objective.
- Stakeholder interviews were recently completed with agencies and jurisdictions throughout the study area. Commonly discussed issues include growth, Multimodal connectivity (passenger rail), and basic infrastructure needs such as sidewalks. A presentation board high lights issues identified during each stakeholder interview.
- Each Regional Framework Study will identify projects identified to meet 2030 and 2050 needs. The individual Regional Framework studies will subsequently be compiled into a Statewide Framework Plan.
- The Regional Framework Studies look beyond the traditional transportation planning horizon of 20 to 25 years, but are looking at needs for a 40 to 50 year planning horizon. The Regional Framework Studies will address regional connectivity, system continuity, provision for corridor preservation in advance of development, and allow for staged implementation.



- The next steps of the Regional Framework Study process are to summarize input received during public involvement activities, formulate and evaluate alternative multimodal networks, conduct a second round of public involvement activities, and develop a final report.
- The regional studies will conclude at the end of 2008. The compilation of the study will be completed in early 2009.
- Oversight committees have been established. The policy committee includes elected officials as well as representatives from environmental groups. Additional information can be obtained from BQAZ.gov.

#### **Discussion Points**

Dave Perkins provided an introduction to the interactive activity, while Rob Antoniak scribed brief notes to flip charts. The following questions were asked of Focus Group participants

Question No. 1: What regional urban growth/development and economic changes do you see occurring in the future that will impact environmental / conservation objectives?

1. ADEQ is responsible for permitting for water treatment plans, waste water, etc. A lot of the state's growth has been outside of incorporated areas. These areas frequently do not have the infrastructure in place to support the growth. These areas will ultimately become extra urban. High growth areas are the White Tanks area, southwest Maricopa County, Florence, and Coolidge.
2. Water quantity and quality will be a challenge.
3. Transportation facilities are essential. They need to be planned to incorporate wildlife crossings.
4. Private utilities do some large scale planning, but it tends to be on the land that is ripe for development, rather than what makes sense from planning principles.
5. Arizona Conservation Priority (ACP) will be a GIS model that includes species and habitats of greatest conservation need. It will be prioritized based on various threats, including biodiversity, department values, ability to manage populations, and stewardship. The first iteration of the GIS model is due in June to the Governor's Smart Growth Council. The first map will show areas of conservation priority. One of the key messages will be that although a map is developed; other questions could and should be asked. There will be flexibility within the product. The department will be willing to work with users. There will be data short falls, as data gaps exist across the state. The dataset feeds into the Comprehensive Wildlife Conservation Strategy. The Conservation Strategy enables federal funding for wildlife conservation. The



Conservation Strategy is a roadmap, and is important to incorporate into planning activities. The Comprehensive Wildlife Conservation Strategy is available on the Arizona Game and Fish website.

6. For Maricopa County, there is a more detailed mapping linkages effort underway. This can be obtained from the Research Branch (Ray Schweinzburg). In particular, additional analysis is being conducted for the eastern edge of Maricopa County in the Superstitions area and into the Florence area. The Arizona Game and Fish Department requests that as plans are conducted for other parts of the state, that their input be solicited to delve into greater detail about specific areas. Ray Schweinzburg can provide additional information about the refined data set in the Maricopa County area.
7. ACP and the Wildlife Linkages project are two separate efforts. Species distributions will be mapped as part of the ACP I (department values species, as well as those identified in the Wildlife Conservation Plan). There is not a linkages component in the ACP. The Wildlife Linkages map is a standalone product. ACP is going to be driven by types of habitat, ownership status, current development and road networks, and bio diversity. It will provide details about areas that need to be conserved, but will not output the precise location/alignment, etc. As planning is done, finer scale assessment needs to be conducted.
8. GIS data is very distributed amongst the various state agencies.
9. The ACP will identify important areas that need to be maintained contiguous.
10. There are a lot of roads that need retrofitting for wildlife crossings. Pronghorn will be lost as a species if we do not go back and retrofit. For example, SR-260 has been retrofitted for Elk. Pronghorn are a species that will not use underpasses. They require overpasses.
11. It is easy to think about the big species. However, when we think about corridors, it should extend all the way to the pollinators.
12. From the departments perspective, the earlier that they can be involved, the better.
13. It is important to understand the cumulative impacts of new roadways. Transportation networks will impact previously unaffected streams.
14. The AZGFD is primarily concerned about maintaining wildlife population levels.
15. AZGFD is working on designs for culverts. It is difficult to elevate the need for the importance of expending the incrementally funds to include bridges into projects rather than culverts.





16. Dianne Kresich emphasized that this study will not get to the level of detail of design or even specific alignment alternatives. This study does not in itself guarantee that increased revenue will be available to fund transportation improvements.
17. There is an economic benefit to environmental conservation. There is a 2007 study available that quantifies the economic impact of hunting and fishing activities in Arizona.
18. Impacts to recreation, hunting, and fishing should be considered. As new roadway corridors are developed, access to public lands should be considered.
19. The Sierra Auncha Wilderness, Four Peaks Wilderness, Superstitions, Manuel, and the Pinal Mountains are large blocks of undisturbed habitat. Connectivity between those large blocks of land is important.
20. ADEQ stated that storm water management both during construction and post construction is important. We don't want to increase flows, or detain flows.
21. The Pinal County Comprehensive Plan is looking at including wildlife corridors into the plan.
22. 404 issues are of concern.
23. The state is seeing a large increase in mining activities. Truck traffic and hazardous materials are of concern, particularly on US 60 / 70. Kearny, Dudleyville, etc. are desperate to provide more bodies to the mines.
24. Park Link corridor could become a corridor of the future.
25. There will be significant impacts to wildlife if Florence Kelvin Highway is improved.
26. Major upgrades to power lines are being done near Mammoth and Oracle Junction.
27. Energy corridors should be incorporated into the planning activities.
28. Town of Maricopa, SR-238, will become a major corridor of the future. They are considering a regional airport in the area.
29. Pinto Creek is significantly impacted by mining operations.
30. All of the communities need better pedestrian access along and across the roads.
31. Hayden and Winkelman are considering a joint water treatment plant. Major obstacles may be threatened and endangered species.





32. There is significant concern for the Resolution Trust land swap and what would be done with the mine tailings.
33. ADEQ agrees that they would like to be involved in the front end as soon as they can.

**Next Steps**

1. A second round of community workshops and focus groups will be held in August.
2. Additional information about this study can be obtained at BQAZ.gov.

**Adjourn**

The meeting adjourned at 4:15 p.m.

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## FOCUS GROUP ATTENDEES

### Central Arizona Multimodal & Commercial Transportation Focus Group Meeting (9:00 - 11:00 AM)

Organization	First	Last	Title	Address	City	State	Zip
Pinal County	Doug	Hansen		PO Box 727	Florence	AZ	85232
Pinal County	Andy	Smith					
CAAG	Craig	Ringer		1075 S Idaho Rd	Apache Junction	AZ	85219
Town of Florence	Scott	Powell		775 N Main St	Florence	AZ	85232
Pinal Logistics	Richard	Dungon		4714 E Shangri La	Phoenix	AZ	85028
AZ City Fire	Paul	Sabel		PO Box 6	Arizona City	AZ	85223
Queen Creek	Mike	Pacelli		22350 S Ellsworth Rd	Queen Creek	AZ	85242
Town of Marana	Brian D	Varney		11555 W Civic Center Dr	Marana	AZ	85653
Town of Florence	Mark	Thompson		PO Box 2670 600 N Main St	Florence	AZ	85232
Queen Creek	Mark	Young		22350 S Ellsworth Rd	Queen Creek	AZ	85242
Town of Oro Valley	Paul	Keesler		11000 N La Canada	Oro Valley	AZ	85737

### Central Arizona Business & Development Focus Group Meeting (12:30-2:30 PM)

Organization	First	Last	Title	Address	City	State	Zip
Liba Wheat	Lisa	Ribes		442 N 6th Ave	Tucson	AZ	85705
Chasse Real Estate	George	Chasse		5740 Via Los Ranchos	Paradise Valley	AZ	85253
City of Coolidge	Alton	Bruce					
AZ Army National Guard	Joseph	Aldrich		5636 E McDowell Rd	Phoenix	AZ	85008
W Holdings	Jerry	Witt		1121 W Warner Rd #109	Tempe	AZ	85284
W Holdings	Pike	Oliver		1121 W Warner Rd #109	Tempe	AZ	85284

### Central Arizona Environmental Focus Group Meeting (3:00-5:00 PM)

Organization	First	Last	Title	Address	City	State	Zip
AZ Game & Fish	Dan	Nelson		5000 W Carefree Hwy	Phoenix	AZ	85086
AZ Game & Fish	John	Windes		555 N Greasewood Rd	Tucson	AZ	85704
The Nature Conservancy	Rob	Burton		PO Box 385	Winkelman	AZ	85292
ADOT Tucson District	Anastasia	Olander		1221 S 2nd Ave	Tucson	AZ	85713
National Park Service	Barney	Riley		3693 S Old Spanish Trail	Tucson	AZ	85730



ASLD	Michelle	Green					
ASLD	Melanie	Headstream					

**Central Arizona Multimodal & Commercial Transportation Focus Group Meeting (9:00 - 11:00 AM)**

Organization	First	Last	Title	Address	City	State	Zip
Central Arizona Assn of Governments	Cathy	Melvin		PO Box 912	Globe	AZ	85502

**Central Arizona Business & Development Focus Group Meeting (12:30-2:30 PM)**

Organization	First	Last	Title	Address	City	State	Zip

**Central Arizona Environmental Focus Group Meeting (3:00-5:00 PM)**

Organization	First	Last	Title	Address	City	State	Zip
ADEQ	Linda	Taunt		1110 W Washington St	Phoenix	AZ	85007
Arizona Game & Fish	Dana				Phoenix	AZ	

## Event Evaluations

### Event Evaluation – Multimodal Commercial Focus Group

**Regional Framework Study: Central Date/Location: March, 26, 2008; Florence, AZ**

Below is a summary of the 12 comment forms received by the project team for this event.

#### - SUMMARY -

Please check the one that applies. 1 = Low; 4 = High

	N/A	1	2	3	4	Comments
Topic				1	6	
Understandability of Materials/Handouts				4	8	Many pres. to have 16M at 2050.
Understandability of Presentation(s)				3	9	
Group Size			2	2	8	Wished more came out; turn-out a little low; too small but diverse.
Meeting Facilities			1		11	Hard to hear; little cold; cold.
Length of Meeting				3	9	Could have been longer to cover needed topics; perfect; perfect.
Facilitators					12	

What did you like most about your participation in this Event? Bring all the affected jurisdictions and private industry together to set issues; good discussion; great discussions and ideas!; Interaction; The many topics on improving or implementing commercial truck traffic and developing a Multimodal facility; willingness to listen to industry; free expressions; very interactive all ideas entertained; focus on transit; It was little more advanced than I thought – but enjoyed hearing the ideas and got a better idea of what needs to be looked at.

What did you dislike or what would you change? Length – seemed a little rushed; would be interesting to get a more diverse group; explain intermodal facilities; discussion is too fluid – lacked structure that led to dis-sorted conversation; Time for the state to take on the responsibility of establishing control of these items; did not know focus on transit may have appropriate staff.



Should this type of event continue to be used in the future to educate the public and receive input from the community? Yes 10 No 1 Why? Great interaction and diverse attendees; because the public should know more about Multimodal transportation and the improvement of commercial traffic; Assured a high level of understanding on transportation issues w/ no real world examples to help direct conversation; need to maintain communications with industry; Small groups put good ideas together and then communicate to the public.

Please provide us any other comments to assist in improving this process or project. Nice job and well done!; It is a big process – most transportation issues are behind schedule it is good to look to the future, but there are a lot of problems with the current systems that need to be funded and resolved.





## Event Evaluation – Business & Development Focus Group

**Regional Framework Study: Central Date/Location: March, 26, 2008;  
Florence, AZ**

Below is a summary of the 6 comment forms received by the project team for this event.

### - SUMMARY -

	N/A	1	2	3	4	Comments
Topic				1	3	
Understandability of Materials/Handouts				2	3	
Understandability of Presentation(s)					5	
Group Size		1			4	Poor turnout
Meeting Facilities					5	
Length of Meeting				1	4	
Facilitators					5	

Please check the one that applies. 1 = Low; 4 = High

What did you like most about your participation in this Event? Ability to make points known in a relaxed environment; critical issue; Very open communication – good briefing at the outset; unlimited time to express comments and concerns; Very good discussion; good handouts, very diverse approached to the planning process.

What did you dislike or what would you change? Better outreach; n/a; Keep it as green as possible.

Should this type of event continue to be used in the future to educate the public and receive input from the community? Yes 5 No    Why? TO continue to apprise stakeholders of progress.

Please provide us any other comments to assist in improving this process or project.



## Event Evaluation – Environmental Focus Group

**Regional Framework Study: Central Date/Location: March, 26, 2008; Florence, AZ**

Below is a summary of the 1 comment form received by the project team for this event.

### - SUMMARY -

Please check the one that applies. 1 = Low; 4 = High

	N/A	1	2	3	4	Comments
Topic						
Understandability of Materials/Handouts					1	
Understandability of Presentation(s)					1	
Group Size				1		
Meeting Facilities					1	
Length of Meeting					1	
Facilitators					1	

What did you like most about your participation in this Event? \_\_\_\_\_

What did you dislike or what would you change? I'd like earlier notification and better coordination.

Should this type of event continue to be used in the future to educate the public and receive input from the community? Yes 1 No    Why? Two heads are better than one – Also – ADOT serves the public and should be listening to them!

Please provide us any other comments to assist in improving this process or project.

Arizona Game and Fish would like to be more involved – perhaps we can co-fund a liaison position.



## Event Evaluation – Multimodal Commercial Focus Group

**Regional Framework Study: Central**    **Date/Location: March, 27, 2008;**  
**Globe, AZ**

Below is a summary of the 1 comment form received by the project team for this event..

### - SUMMARY -

	N/A	1	2	3	4	Comments
Topic					1	
Understandability of Materials/Handouts					1	
Understandability of Presentation(s)					1	
Group Size						Too small
Meeting Facilities					1	
Length of Meeting					1	
Facilitators					1	

Please check the one that applies. 1 = Low; 4 = High

What did you like most about your participation in this Event? Better understanding of project.

What did you dislike or what would you change? Nothing.

Should this type of event continue to be used in the future to educate the public and receive input from the community? Yes 1 No \_\_\_\_ Why? \_\_\_\_

Please provide us any other comments to assist in improving this process or project.  
Have local agencies help in getting the word out.



## Event Evaluation – Environmental Focus Group

**Regional Framework Study: Central**    **Date/Location: March, 27, 2008;**  
**Globe, AZ**

Below is a summary of the 2 comment forms received by the project team for this event.

### - SUMMARY -

Please check the one that applies. 1 = Low; 4 = High

	N/A	1	2	3	4	Comments
Topic					1	
Understandability of Materials/Handouts				1	1	
Understandability of Presentation(s)				1	1	
Group Size					2	
Meeting Facilities					2	
Length of Meeting				1	1	
Facilitators				1	1	

What did you like most about your participation in this Event? Lots of time to talk at some length due to low participation by other folks (i.e. low attendance); Having the presentations out in the communities that will be impacted by the Plan; Group was knowledgeable about process and able to share from previous meeting; good exhibits

What did you dislike or what would you change? Nothing really; Nothing at this point.

Should this type of event continue to be used in the future to educate the public and receive input from the community? Yes 2 No \_\_\_\_ Why? Yes – particularly as the process develops and options materialize

Please provide us any other comments to assist in improving this process or project. ADEQ is willing to provide any data on GIS layers that would be helpful; We'll provide a single set of agency comments in a week or so – once the various participants can get together to coordinate.



## Meeting Summary Notes

Date Produced:	February 26, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Pima Association of Governments
Date:	January 29, 2008
Location:	Kimley-Horn and Associates, Inc. 2210 E. Fort Lowell Road, Tucson, Arizona
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants: Cherie Campbell, PAG  
John Liosatos, PAG  
Dianne Kresich, ADOT  
Ethan Rauch, DMJM Harris  
Dave Perkins, Kimley-Horn and Associates, Inc.  
Jiaxin Tong, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 10:00 a.m.

### **Introductions**

Dianne Kresich welcomed attendees to the meeting.

### **Project Overview**

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

### **Discussion Points**

*What are some of the regional issues that this project (Central Arizona Framework Study) must address?*

- The construction and spacing of new interchanges on I-10 is an important consideration. The realignment of Tangerine Road should provide connectivity to





the west of I-10. However, PAG does not support the relocation of Tangerine Road interchange unless it is constructed as an overpass. The Tortolita Mountain interchange is also needed.

- The increase in truck traffic south of Tucson requires intermodal transportation close to the port of Tucson. In addition, passenger rail alternatives should be considered.
- PAG supports two of the alternatives presented in the I-10 by-pass study: a new route that passes west and south of Tucson, as well as a new route that follows the existing Park Link Drive corridor.
- SR-79 will need improvements.

*What transportation improvements are needed, in your opinion?*

- PAG recognizes the need to develop additional high-capacity corridors. The PAG Loop Study recommended a new SR-77 reliever corridor to Oracle Junction.
- A new corridor is needed that runs parallel to I-10. The corridor should connect to Tangerine Road.

*New transportation facilities (transit, airports/aviation, rail, bicycle/pedestrian)*

- Bus rapid transit on SR-77 from Tucson to Oro Valley or a commuter rail corridor should be considered to mitigate congestion on SR-77.

### **Next Steps**

The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.



**Adjourn**

The meeting adjourned at 11:25 a.m.

Meeting summary notes produced by:  
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2210 E. Fort Lowell Road  
Tucson, Arizona 85719



## Meeting Summary Notes

Date Produced:	February 8, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Town of Miami
Date:	February 8, 2008
Location:	734 W. Main Street, Superior, AZ 85273
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants: Robert J. Mawson, Town Manager, Town of Miami  
Dianne Kresich, ADOT  
Ethan Rauch, DMJM Harris  
Dave Perkins, Kimley-Horn and Associates, Inc.  
Brent Crowther, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 12:00 p.m. by Dianne Kresich.

### **Introductions**

Dianne Kresich welcomed Mr. Mawson to the meeting.

### **Project Overview**

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

### **Discussion Points**

*What are some of the regional issues that this project (Central Arizona Framework Study) must address?*

- US 60: For the last six to eight months, the Town of Miami has participated on a corridor enhancement study with Town of Globe and the San Carlos Apache Tribal Community. The purpose of the study, conducted by the Drachman Institute, is to enhance, unify, and add vibrance to the US 60 corridor. Study limits are from



the west end of Miami to the Apache Gold Casino on the San Carlos Apache Tribal Community. The study has primarily focused on beautification and enhancement, but does include some recommendations for improvement to traffic control. This study originated with a sub-committee recommendation for the Southern Gila County Economic Development Corridor.

- The Town of Miami has experienced increased traffic passing through town. Destinations include Roosevelt Lake (recreation), White Mountains (recreation), and Safford (mining operations). The Town anticipates that traffic will continue to increase for the next 15 to 20 years. Specific concerns are speed and truck traffic. There are no alternative routes to the US 60 corridor.
- Town of Miami is currently considering additional annexation.
- The Town would like to consider a US 60 'by-pass' on the south side of Town to provide an alternative to US 60, remove bottlenecks in Town, and provide access to State Trust Land.
- Maintaining local streets is a significant concern.
- Dianne Kresich summarized the ADOT PARA Program (Planning Assistance for Rural Areas). The money is available to rural cities and towns to conduct transportation planning studies. The study is intended to be flexible to respond to the needs of the local communities and towns.
- Local connectivity and alternate routes are a important issues. Many residential areas are reliant on canyon roads that do not have secondary access. The Town has discussed ways to provide secondary access to and from residential areas. An example is an existing Forest Service Road located on the south side of Town that could be improved.
- ADOT is currently conducting a pavement preservation project on the US 60 the corridor.
- Miami has 4 traffic signals in town – not all of which may be needed.
- The Bloody Tanks / Miami Wash runs through town. The Town is considering trail/pathway improvements to the wash.
- The Town operates its own local transit program. Currently, the program has three buses. Demand is high for this service. City of Globe and Gila County provide occasional funding. There are no other taxis or bus services available.
- Current transit service is curb-to-curb para-transit / dial-a-ride service. Fixed route service has been discussed. The current para-transit service is primarily focused on the Miami area, and does not serve the Tribal Community. The Tribal Community does not have funding to support the program.



- Fixed route service was previously provided, but proved ineffective. A potential reason for its ineffectiveness was that the service route was limited to US 60 and it did not travel into surrounding neighborhoods. The Town of Miami would like to participate with ADOT to conduct a feasibility study of a new fixed route service.
- The Town of Miami is participating in the rail study with the City of Globe. A trial run was conducted in the summer. It appears that the service will be too expensive for use as a commuter service. It will potentially be viable as a tourist train rather if enough sponsors are identified to make it economically feasible.
- Greyhound service was discontinued to Globe and Miami approximately two years ago. A connector service to Superior or Apache Junction has been considered to provide access to areas with transit service.

*What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?*

- 2,500 people may ultimately be employed at the surrounding mines. The cyclical nature of the mining industry has forced the community to become more economically diversified. While the mines are the largest employer, they are not the only employer. Employment in retail and service industries is increasing.
- The Town would like to encourage industrial development and industrial parks, but opportunity is limited because of land constraints (topography, ownership).
- Most people are reliant on Sky Harbor for air service. Primary users of the airport are related to mining operations.

*Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of new transportation facilities?*

- Topography is a major constraint. Most of the surrounding land is public lands (BLM, Trust Land, and Forest Service).

*Are there others that should be involved in this study?*

Individuals that are very knowledgeable about transportation include:

City of Globe, Stan Gibson, Mayor  
Town of Miami, Ray Webb, Vice Mayor  
Board of Supervisors, Joe Sanchez

*Are there any special considerations?*

Pinal and Gila counties have historically been more similar than they now are. As Pinal County has developed, the challenges in eastern Pinal County are unique from those in western Pinal County. Similarly, northern Gila County is unique to southern





Gila County (tourism vs. mining). The Framework Study needs to consider these differences, and recognize that the needs of rapidly developing portions of the Pinal County are different than those areas that are more dependent on mining.

**Next Steps**

A Technical Advisory Committee meeting will be held on Friday, February 15, 2008. The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.



**Adjourn**

The meeting adjourned at 11:20 a.m.

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Tucson, Arizona 85719



## Meeting Summary Notes

Date Produced:	February 8, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Apache Junction
Date:	February 8, 2008
Location:	734 W. Main Street, Superior, AZ 85273
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants: Giao Pham, City of Apache Junction (via teleconference)  
Dianne Kresich, ADOT  
Ethan Rauch, DMJM Harris  
Dave Perkins, Kimley-Horn and Associates, Inc.  
Brent Crowther, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 10:30 a.m. by Dianne Kresich.

### **Introductions**

Dianne Kresich welcomed Giao Pham to the meeting.

### **Project Overview**

Giao attended the CAAG meeting on February 7, 2008 at which an overview of the Framework Process was presented. Giao did not have any additional questions on the Framework Process.

### **Discussion Points**

*What are some of the regional issues that this project (Central Arizona Framework Study) must address?*

Giao Pham provided the following discussion points:

- Access management is critical. It is wasteful to build new corridors and then not protect access to and from the corridor.
- ADOT should develop tools to begin to preserve right of way for new corridors in advance of development. It is much easier for the local jurisdictions to encourage developers to protect right-of-way if new corridors are shown on a map. Maps and tools should be developed even before any funding has been identified for new corridors.



- ADOT needs to coordinate extensively with the Arizona State Land Department. Policies need to be developed to allow for ASLD to dedicate right of way prior to development. Waiting until after ASLD land is developed to purchase right-of-way until for new corridors significantly increases costs.
- Sufficient right-of-way should be procured early to allow for future expansion so that homes do not need to be bought in the future.
- Roadway transportation improvements should be coordinated with transit improvements. For example, the design and construction of the North-South Corridor should include preservation of right-of-way for a future transit/commuter rail corridor.
- Funding sources need to be better coordinated between ADOT and local jurisdictions. For example, if a new roadway facility is planned, even before funding is identified, more information and tools should be provided so that the local jurisdictions can require the developer to dedicate the sufficient amount of right-of-way.
- ADOT needs to better help the business and development community understand transportation needs. For example, developers need to be better educated on the importance of a grid system.
- The US 60 reroute is not a good expenditure of tax payer funds. Residents moved along the US 60 corridor after the highway was constructed.
- Dianne Kresich stated that she understands that the cost of a re-route is not significantly more than the cost to improve existing US 60 alignment to a freeway level facility. Gao stated that he understands that the cost to develop a new corridor difference is \$30 million greater to construct a new corridor as compared to improving existing corridor. Improving the existing corridor is not being objectively considered.
- Traffic interchange spacing on the US-60 reroute is adequate (2-mile spacing).
- Flexibility needs to be considered in the design in case that the corridor needs to be expanded to accommodate 2050 traffic. Early land acquisition is critical. Buy the right-of-way now!
- Williams Gateway: There is discussion whether the North-South Corridor should only be extended to Williams Gateway or should continue north to the US-60. ADOT should respect City of Mesa desires, but should also consider regional issues. ADOT must look at what is good for the entire system, and not just for a specific city of jurisdiction. Regional considerations should take priority over political pressure.
- Apache Junction agrees that a final decision has been made for the Williams Gateway/Loop 202 connection alignment.



- North-South, north of the Williams Gateway: Expressway concept between the Williams Gateway and US-60 has been discussed but is not firm. Arizona State Land Department will be supporting an expressway concept. Apache Junction does not envision planning for an expressway. We should plan for the ultimate build-out (including right-of-way and access control). A right-of-way of 300 feet should be procured. The connection to US 60 will probably be west of Idaho Road. There are a lot of businesses on the Idaho Road alignment that are going in within the next year.
- The alignment for the North-South corridor should be established first, followed by the east-west connections.
- Existing System: The City of Apache Junction will update their Small Area Transportation Study to be consistent with the Pinal County Regionally Significant Routes. This will likely occur after Arizona State Land Department completes their planning for Lost Dutchman Heights.
- Apache Junction envisions a potential for Bus Rapid Transit that would connect to light rail/commuter rail.
- There are no railroad lines within the City of Apache Junction. Freight issues will not be an issue.
- Railroad facilities are important to offload freight and vehicles from the roadway transportation system.
- Bicycle and pedestrian will be important in the new state land areas. Trails and multi-use paths will be constructed along the topography of the land. For example, paths/trails will be constructed along washes. Apache Junction will defer to Pinal County for development of their trail system.

*What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?*

- Economic development is important. If ADOT shows corridors on the maps, it is much easier to coordinate with developers. Improved coordination is critical.
- Airport development is important. ADOT should fund airports and transit as much as they are the freeway system. These need to be priorities now, and not 20 years from now.
- We need to look at smaller towns and cities for reliever airports to Sky Harbor and Williams Gateway. The San Manuel airport could be a major economic generator 50 years from now.
- ADOT can build political will by focusing on the small projects (e.g. sidewalks). It is frustrating to see small projects stay on the 5-year plan for multiple years. It





raises questions of how ADOT will complete major projects, such as the North-South Corridor, when they cannot complete small projects such as sidewalks.

- ADOT should look at regional airport plans, rather than the small jurisdictions each looking to develop their own airports. ADOT needs to consider regional needs. Dianne Kresich stated that is a ADOT Statewide Airport System Plan underway. Dianne will inquire if this study will include small jurisdiction stakeholders.

*Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of new transportation facilities?*

- Fissures will be important considerations as planning goes forward.
- Central Arizona Project Canal will create engineering challenges.

### **Next Steps**

A Technical Advisory Committee meeting will be held on Friday, February 15, 2008. The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

### **Adjourn**

The meeting adjourned at 11:20 a.m.

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## Meeting Summary Notes

Date Produced:	February 8, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Town of Queen Creek
Date:	February 8, 2008
Location:	734 W. Main Street, Superior, AZ 85273
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants: Mark Young, Town of Queen Creek  
Michael Pacelli, Town of Queen Creek  
Tom Condit, Town of Queen Creek  
Kim Moyers, Town of Queen Creek  
Dianne Kresich, ADOT  
Ethan Rauch, DMJM Harris  
Dave Perkins, Kimley-Horn and Associates, Inc.  
Brent Crowther, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.
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The meeting was called to order at 3:00 p.m. by Dianne Kresich.

### **Introductions**

Dianne Kresich welcomed all to the meeting.

### **Project Overview**

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

### **Discussion Points**

*Please provide us with some background information on recent and on-going activities and issues with respect to transportation in the area.*



- How will the I-10 By-pass study be considered in the Framework process? Dianne Kresich stated that the I-10 by-pass study identified a need for a new by-pass corridor, and identified seventeen alternative corridors. A final alternative recommendation was not made. No additional action is planned for the I-10 by-pass study at this time. The Town of Queen Creek supports an I-10 by-pass. Dianne stated that recommendations from the Southern Pinal / Northern Pima Corridor Definition Study will be considered in the Central Arizona Framework Study.
- The North-South corridor should extend to I-10.
- The Queen Creek Small Area Transportation Study included an analysis of the North-South corridor as a 6-lane freeway. The Queen Creek SATS concluded that the North-South corridor will require, at a minimum, 8 to 10 lanes if it is to have any significant benefit to Town of Queen Creek local roadways. Mark Young emphasized that the North-South corridor should be planned for the future from day one: HOV lanes should be included from the beginning.
- Given that Superstition Vistas encompasses over 200 square miles land, more than one freeway should be considered. This area may have a potential population of more than 1,000,000. More than one freeway will be needed.
- Skyline / Bella Vista could potentially serve as connections between the North-South freeway and an additional north-south freeway (e.g. SR-79, or another freeway located east of the future North-South corridor).
- The North-South corridor will provide greater benefit to the Town of Queen Creek the further west it is located. Johnson Ranch residents need a high-capacity corridor so that they do not utilize local streets in Queen Creek as they travel to work in Maricopa County.
- Queen Creek supports the southern-most alternative for the Williams Gateway Freeway.
- The Framework Study should coordinate with the Superstition Vistas project. Information can be obtained from Jack Telvin, East Valley Partnership.
- The Town of Queen Creek does not envision the Arizona Parkway Concept (indirect left turns at intersections) as feasible from a right-of-way perspective. They are interested in implementing effective access management to maximize capacity on 140 feet of right-of-way.
- Town of Queen Creek will be adopting the Pinal County Regional Significant Routes for Safety and Mobility Plan.
- Town of Queen Creek Town Council passed a resolution two years ago directing staff to study public transportation. They are very supportive of the commuter rail concept. A bus service was previously implemented and subsequently discontinued because of a lack of ridership. The largest issue is that the system



only included a single bus that departed with the bus service was that the departed at 6:00 a.m. and the system only included a single bus. It was not aggressively advertised. The Town is planning to take another look to identify transit demand and develop a new transit route with shorter headways as well as shorter distances.

*What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?*

- A developer is proposing a development in northeast Queen Creek that would potentially include a transit hub.
- Pinal County needs several large employment centers, rather than the few that are identified in the Pinal County Comprehensive Plan which are more akin to large developments and strip malls than employment centers. Job centers as identified by CAAG are more in line with what is needed.
- We should capitalize on research and development opportunities. For example, the Florence Proving Grounds is an asset that could be used to attract military and other research and development firms that required large undeveloped land areas.
- The Queen Creek Small Area Transportation Study stated that jobs centers are the solution to the transportation congestion. Jobs must be provided.
- If the high-population estimates as projected by the Pinal County SATS are ever realized, additional freeways (in addition to those currently planned – the North-South Corridor) will be required.
- North-South corridor will need at least 8 to 10 lanes. It should not be used as an opportunity to 'skimp on funds.'
- Capitalize on the natural environment when identifying alignments for new corridors. Don't force a grid system. New corridors should follow the existing terrain. A grid system will result in increased maintenance costs during monsoons, etc. Planning and designing transportation corridors that follow the terrain will reduce construction costs.
- Is there an opportunity for a commuter rail system on the existing railroad right of way or for Bus Rapid Transit within the right-of-way of the railroad?

*Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of new transportation facilities?*

- Archeological studies should be reviewed. Areas that are known to have significant archeological and cultural resources should be avoided. Known archeological sites should be mapped, and roads planned to avoid them.





- Water conservation and harvesting should be a consideration. There is a lot of watershed that passes through the area.

#### *Are there any special considerations?*

- Pinal County is in violation of PM10 more than 200 days per year. Problem areas should be identified and improvements planned to address them. Existing dirt roads need to be paved so as to not compromise future funding. It may be more important to pave a dirt farm road rather than a main street to address PM10 issues.
- Coordinate with the railroad. Currently there are 38 permitted at-grade railroad crossings. Many more will be required. The Union Pacific does not want additional at-grade crossings. However, it is unrealistic that Pinal County will be limited to 38 crossing in the future, and particularly under build-out scenarios.
- The intersection of Sossaman and Germann is a critical point for airport access. Railroad issues exist at this intersection.
- Queen Creek is planning annexations to capitalize on the North-South Corridor and on the Williams Gateway Freeway. The Town is considering agreements for revenue sharing for one mile north and south of the Williams Gateway Freeway.
- A recent news paper article highlighted Mesa / Queen Creek annexation.
- Queen Creek community is very interested in linked trails and open space for use by pedestrians, cyclists, and equestrians.
- Queen Creek is looking very closely at the Resolution Cooper Land Exchange, and the proposed recharge of the water into Queen Creek. If the exchange is carried forward, they would like to see that the same requirements are followed as for other agency exchanges.

#### **Next Steps**

A Technical Advisory Committee meeting will be held on Friday, February 15, 2008. The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.





**Adjourn**

The meeting adjourned at 4:15 p.m.

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## Meeting Summary Notes

Date Produced:	February 8, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Gila County
Date:	February 8, 2008
Location:	734 W. Main Street, Superior, AZ 85273
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants: Steve Sanders, Deputy Director, Gila County Public Works Division  
Dianne Kresich, ADOT  
Ethan Rauch, DMJM Harris  
Dave Perkins, Kimley-Horn and Associates, Inc.  
Brent Crowther, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 9:00 a.m. by Dianne Kresich.

### **Introductions**

Dianne Kresich welcomed Steve Sanders to the meeting.

### **Project Overview**

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

### **Discussion Points**

*Please provide us with some background information on recent and on-going activities and issues with respect to transportation in the area.*

- Rail Service: Gila County is currently studying rail serve to connect Miami and Globe. The service would potentially utilize portions of an existing rail line that runs from Globe, Arizona to Bouie, New Mexico. Previously, a tourist train (on loan) ran from Globe, Arizona to the Apache Gold Casino. The on-going rail service study is considering rail service for both transportation and tourism



purposes. City of Superior staff will be able to provide more detailed information with respect to the study. The expanded line will likely be a public/private partnership.

- An acid transfer station north of Globe is under consideration. Currently trucks utilize US 70. A hazardous materials incident 2 weeks ago underscored the need for a transfer facility.
- Greyhound service between Globe, Arizona and Safford, Arizona was terminated approximately 2 years. The rail line could potentially serve some of the need previously served by Greyhound.
- The Gila County Small Area Transportation Study (completed in October 2006) included the entire county. The study was primarily focused on local issues such as forest service access and local connectivity, and did not address issues associated with state highways.
- There is a desire to expand US 60 from Superior to Globe. ADOT has considered by-pass alternative alignments that route the highway to the north.
- Geographic expansion of Globe is unlikely, as the City is landlocked by either National Forest or mining operations.
- There are very few county roads. All connectivity is through state highways and Forest Service roads.
- Improvements are being considered for SR 177. The mountains and steep grades are challenging.
- Widening is planned for SR-77 north of Winkelman. The upcoming construction project will require closing SR-77 for 10 hours per day for a period of 8 months. Construction will begin in Spring 2008.
- Rockfalls are common on SR-77 during rains and snow storms.
- Mining operations have significantly increased the traffic on US 60, SR 77, and SR 177.
- Funding has not been identified for improvements to US 60 from Superior to Globe.
- US 70 crosses the San Carlos Apache Tribal Community. Crashes are common in front of the Casino.
- West of the Town of Miami, the Pinto Valley intersection has become a significant issue. There has been discussion of installing a signal or a interchange at this intersection.



- A major incident on US 60 between Globe and Miami essentially closes US 60 to traffic. There are no alternate routes. The Gila County Small Area Transportation Study discusses a potential by-pass (by improving existing roads) to provide emergency alternative access during closures of US 60.
- Gila County has considered extending Broad Street to SR 77 or to US 70. CL Williams and Associates conducted this study. The SATS refers to this study.
- The airport is on the San Carlos Apache Tribal Community. Airport improvements have been considered.
- The San Carlos Apache Tribal Community has been purchasing land to access the casino from SR 77 near Dudleyville.
- Gila County has a current pedestrian enhancement project south of Globe. Four projects, included in the CAAG TIP, will serve to connect local roads (road bridge projects).

*What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?*

- There is a proposed land exchange between the U.S. Forest Service and Resolution Copper that would significantly impact US 60. The land exchange includes areas south of US 60 to SR 177.
- Mining operations will be the primary economic generator for the next 15 to 20 years. Mining operations are not likely to last 50 years, primarily because of land constraints. The U.S. Forest Service owns most of the surrounding land.
- Water is abundant in the area. Large aquifers (e.g. Cutter Basin) could support industrial uses. Land trades with the U.S. Forest Service have been discussed to support and accommodate industrial development.

*Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of new transportation facilities?*

- Environmental considerations include the Salt River Canyon to the north, the San Carlos Apache Tribal Community to the east, and Roosevelt Lake to the northwest.
- There could be some critical habitat along the Gila or San Pedro Rivers, but Mr. Sanders is not familiar with the details.
- The geological and topographical constraints of the Salt River Canyon will prohibit future development and expansion.
- Hayden and Winkelman have previously been challenged with air quality (PM10) issues. Mr. Sanders is not aware of the current status.



**Next Steps**

A Technical Advisory Committee meeting will be held on Friday, February 15, 2008. The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

**Adjourn**

The meeting adjourned at 10:00 a.m.

Meeting summary notes produced by:  
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## Meeting Summary Notes

Date Produced:	February 8, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Town of Superior
Date:	February 8, 2008
Location:	734 W. Main Street, Superior, AZ 85273
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants: Rebecca Brothers, Town of Superior  
Dianne Kresich, ADOT  
Ethan Rauch, DMJM Harris  
Dave Perkins, Kimley-Horn and Associates, Inc.  
Brent Crowther, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 2:25 p.m. by Dianne Kresich.

### **Introductions**

Dianne Kresich welcomed Rebecca to the meeting.

### **Project Overview**

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

### **Discussion Points**

*What are some of the regional issues that this project (Central Arizona Framework Study) must address?*

- Improvements to US 60 are important. Most people are not supportive of a US 60 by-pass, as they feel it would damage businesses. However, they also recognize that widening US 60 on its current alignment will also significantly impact businesses.



- A US 60 by-pass route was not considered in the Gila County Small Area Transportation Study (SATS) because it is an ADOT roadway. The SATS did not consider ADOT facilities. The by-pass issue was discussed in a recent Town Council meeting.
- The proposed Resolution Copper land exchange would provide for increased recreational activities in the area (a rock climbing state park). The land exchange is viewed as a potential economic generator.
- A study was recently commenced to study redevelopment opportunities associated with the Superior Airport. The study is being conducted by Benham.
- Wildan Engineering serves as City Engineer. HDR is currently conducting a SATS for the Town of Superior. As of now, a bypass has not been addressed in the SATS.
- An economic development committee has been established within the Town. Rosie Cordova, Town Manager / Town Clerk, is the contact person.
- A significant number of crashes have occurred on US 60, particularly at Gonzales Pass.
- The current widening project on US 60 will have an effect of moving the bottleneck.
- Pedestrian crossings over US 60 are needed.
- US 60 between Superior and Miami frequently experiences rock falls. When rock falls occur, they often result in closures of US 60 lasting 3 to 4 hours.
- The Town of Superior could see a need for paving Kelvin Highway to connect Florence to SR 177, near Kelvin. This would connect employment centers in Florence (Prison) to employment centers in Hayden and Winkelman.
- Improvements are planned for SR 177 near Superior. Construction is will begin in the very near future.
- Van Pools (VPSI) are the only transit service in the area.
- The Carlotta and BHP mines are just getting underway. These are located in the Pinto Valley area.
- The Queen Creek Trail project will extend from the Arboretum to the mine. The trail would likely cross onto Main Street at one point. Conceptual design has not been completed.
- A recent Main Street project includes bike lanes, drainage, and sidewalks improvements. The design was performed by CK Engineering.



*What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?*

- The Town is essentially land locked, as it is entirely surrounded by National Forest Service land.
- There are several businesses that have expressed interest in locating in the 9-acre industrial park that is located to the northwest of town.
- The City of Superior is in the process of modifying zoning requirements to be more accommodating to businesses in terms of parking requirements, etc.

*Are there any special considerations?*

- The proposed Resolution Cooper land exchange would include a clause that enables redevelopment of the airport.
- Rebecca Brothers will serve as the Technical Advisory Committee Member for the Framework Study.

### **Next Steps**

A Technical Advisory Committee meeting will be held on Friday, February 15, 2008. The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

### **Adjourn**

The meeting adjourned at 3:00 p.m.

Meeting summary notes produced by:  
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## Meeting Summary Notes

Date Produced:	February 14, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Town of Hayden
Date:	February 14, 2008
Location:	520 Velasco Avenue, Hayden, AZ 85235
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants: Laura Romero, Town of Hayden  
Robert Lorona, Town of Hayden  
Monica Badillo, Town of Hayden  
Dianne Kresich, ADOT  
Teri Kennedy, ADOT  
Ethan Rouch, DMJM Harris  
Dave Perkins, Kimley-Horn and Associates, Inc.  
Brent Crowther, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 2:00 p.m., by Dianne Kresich.

### **Introductions**

Dianne Kresich welcomed attendees to the meeting.

### **Project Overview**

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

### **Discussion Points**

*What are some of the regional issues that this project (Central Arizona Framework Study) must address?*



- There are no transit services (buses, dial-a-ride) available for residents of Town of Hayden. People are not aware of transit services available through Pinal County.
- There are a number of services (medical, grocery, etc.) available in Kearny, but much of it remains inaccessible to residents of Hayden because of a lack of transit service in the area.
- The Town of Hayden would like to improve pedestrian facilities to improve accessibility to services. Improvements to sidewalks on SR 177 are needed.
- There is significant pedestrian activity associated with the reservation. Many residents of the tribal community walk at night. In addition, children who do not ride the school bus, or who miss the school bus, must walk along the state highway, where no pedestrian facilities or lighting are provided.
- Improving access to medical attention is critical. Considering the condition of the highways, it is approximately equal distances to both Apache Junction/Mesa hospitals and to Northwest Medical Center in Oro Valley, Arizona.
- The Town has noticed a considerable decrease in HURF funding as compared to several years ago. They previously received several hundred thousand dollars per year, but currently only receive approximately \$15,000 per year.
- The softball field/park is a major attraction. Improvements are needed to roadways that access the park.
- Turning lanes are needed on SR 177 between Kearny and Hayden.
- Truck traffic has increased significantly with the increase in mining operations.
- There have been several crashes at the intersection of SR 77 / SR 177. Poor signage may be a reason. The southbound sign does not adequately warn motorists that the lane is ending. Traffic headed north to Show Low and other cities all pass through this intersection.

*What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?*

- Additional housing is being constructed to accommodate demand from mining activity.
- A significant obstacle to economic development in town is that the downtown district is owned by a single land owner, who has demonstrated little interest in redevelopment.
- Land surrounding the Town is primarily owned by Asarco.





- They understand that a new casino is in the planning stages, but they have not received additional information about the casino for several months.
- The Town is concerned about the planned construction on US 60. The reconstruction could significantly improve travel time. It may take employees that normally have a 5-minute drive more than 1 ½ hours or to commute to work because of closures, etc.

*Are there environmental concerns that you would like to express?*

- Asarco will be commencing a large clean-up of a hazardous materials site. The Town of Hayden is working with Asarco for rather than be designated as a super-fund site. Asarco is working with EPA to clean up areas which EPA and ADEQ is concerned. Some areas of town have areas of high arsenic. EPA has 2 or 3 monitoring stations (air).

*Are there others that should be involved in this study?*

- Monica Badillo should be the contact for Hayden. Her email is [mbadillo3@yahoo.com](mailto:mbadillo3@yahoo.com).

*Are there any other issues you would like to express?*

- Sidewalks and lighting are the most important issue between Hayden and Winkelman.

### **Next Steps**

A Technical Advisory Committee meeting will be held on Friday, February 15, 2008. The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

### **Adjourn**

The meeting adjourned at 2:50 p.m.

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## Meeting Summary Notes

Date Produced:	February 14, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Town of Kearny
Date:	February 14, 2008
Location:	520 Velasco Avenue, Hayden, AZ 85235
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants: Gary Eide, Town Manager, Town of Kearny  
Sheila Stevens, Council Member, Town of Kearny  
Dianne Kresich, ADOT  
Teri Kennedy, ADOT TPD  
Ethan Rauch, DMJM Harris  
Dave Perkins, Kimley-Horn and Associates, Inc.  
Brent Crowther, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 10:00 a.m., by Dianne Kresich.

### **Introductions**

Dianne Kresich welcomed all to the meeting.

### **Project Overview**

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

### **Discussion Points**

*What are some of the regional issues that this project (Central Arizona Framework Study) must address?*

- Mr. Eide asked about the statewide vote for a funding formula and that he understands that the vote cannot take place in 2009 because of legislative



constraints, and that the governor does not want the vote in 2010. Dianne responded that the statewide critical needs analysis (an on-going activity that is being conducted in parallel to the Framework Studies) will provide input to the Governor's Office.

- Kearny population is approximately 2,280. Build out population is 4,800.
- Kearny serves as the 'mini-center of activity' in the area. Kearny operates the EMS and 911 dispatch centers, and Kearny manages police services in both Hayden and Winkelman.
- This area of the state is experiencing high growth as a result of the mining boom. From a demographic perspective, Kearny has the highest family wage level in Pinal County, and has one of the highest wage levels in the state.
- While the mining industry is currently in a state of explosive growth, it is a very cyclical industry.
- The rapid increase in mining activity has also resulted in several challenges: traffic volumes have increased significantly, a housing shortage has resulted in significant increases to home prices.
- Asarco is the area's largest employer. Many employees of Asarco commute and to and from Tucson, Mesa, and Apache Junction. Traffic is particularly pronounced during shift changes.
- Town of Kearny currently has a small subdivision under construction (Mountain Vistas) consisting of approximately 100 units. Kearny has invested significantly in its utilities, and is prepared to accommodate the growth in housing. Kearny expects that additional small-scale subdivisions will continue to be constructed.
- SR 177 near Superior contains some of the steepest grades of highway in the state highway system. Crash levels are increasing on SR-177. Many are a result of vehicles trying to pass slow-moving trucks on steep grades.
- ADOT currently does not have funding to construct passing lanes. There was a recent safety project that consisted of overlay and guardrail, but the shoulders are only 2.5 feet and do not allow room for a vehicle to pull off of the road.
- SR 177 improvements planned for next year primarily consist of shoulder widening and guard rail. Passing lanes are not included.
- A state park (Copper State Park) has been proposed as part of the Resolution Copper land exchange. Copper State Park, located on the Gila County / Pinal County line, will be accessible from Kearny. It will ultimately become one of the premier rock climbing parks in the country, potentially attracting 150,000 visitors per year.



- Town of Kearny is a supporter of the proposed land exchange. If the land exchange receives Congressional approval, it will take an additional 5 years to develop the park. No funding source or funding mechanism has been finalized. The March/April timeframe will be telling, as Resolution Copper will need to make a major financial decision that will impact the land exchange.
- Town of Kearny has created an off-road ATV park that includes camp sites and a lake. Kearny is trying to diversify its economy from mining.

*What transportation improvements are needed, in your opinion?*

- Improvements are needed to SR 177. Passing lanes are needed to accommodate large truck traffic. Left hand turn lanes are needed.
- Improvements are needed to Florence-Kelvin Highway. This roadway is currently an unimproved road. Town of Kearny supports the designation of Florence-Kelvin Highway as a Pinal County Route of Regional Significance. A number of people are currently using Florence-Kelvin Highway as an alternate to US 60, and particularly when SR-177 is closed because of crashes. The county has gradually been working towards paving this road.
- The US 60 by-pass is of concern. Town of Kearny would like the by-pass to run south of Superior, which would improve access to Town of Kearny.
- As improvements are completed to US 60, accessibility to the Mesa area has improved. Many travel to Mesa for services (medical, shopping, etc.) rather than to Globe.
- The SR 77 corridor in southern Pinal County will be a very large growth area. Mammoth is currently collaborating with a developer on water and sewer issues for a large development. SR 77 between San Manuel and Tucson is in good condition, as several safety improvements have been completed in recent years.
- Mining operations currently operate 14 trains per day between the smelter in Hayden and the Ray mine. The rail line ultimately connects with the Union Pacific line in Florence.
- The Town of Kearny operates a van pool that is primarily used by senior citizens.
- Town of Kearny participated in the Pinal County in the Pinal County Parks, Trails, and Open Space master plan.
- There was a previous proposal for a tourist train between Florence and Hayden/Winkelman. The Town of Florence and the railroad completed some preliminary feasibility analysis.
- All terrain vehicle crossings of SR 177 are an issue. Crossings of SR 177 for all terrain vehicles are needed. As traffic volumes increase, pedestrian and non-motorized considerations will become more significant.





*What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?*

- As statewide growth continues, the Tucson and Phoenix metropolitan areas continue to approach closer to the region. This growth brings both good and bad change. Town of Kearny has committed to managing and accommodating growth as best as they can.
- A significant change as a result of growth is that a large number of people live in Kearny and commute to work in either Tucson or Mesa, and elsewhere in Pinal County. A large number of people commute from Town of Kearny to Florence to work in the prisons.
- The Town has commuter shuttles to transport commuter to and from Florence. However, the commute times can vary because of the trucks going to Florence.
- Town of Kearny wants to continue to grow, but they want to effectively manage growth. They have invested heavily in utilities to efficiently accommodate the growth.
- Improving accessibility of medical care in the region is an important goal. Town of Kearny envisions becoming the center of healthcare for the region.

*Are there environmental concerns that you would like to express?*

- Air quality, and specifically PM10, will emerge as a significant issue in the near future.
- Cultural resources / Indian ruins are a major consideration in the area.
- There are areas of critical habitat for the southwestern fly catcher and the pygmy owl in the area.

#### **Next Steps**

A Technical Advisory Committee meeting will be held on Friday, February 15, 2008. The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.





**Adjourn**

The meeting adjourned at 11:00 a.m.

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## Meeting Summary Notes

Date Produced:	February 15, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Pinal County
Date:	February 15, 2008
Location:	Anthem Parkside Community Center 3200 N. Anthem Way, Florence, Arizona
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants: Doug Hansen, Pinal County  
David Maestas, Pinal County  
Dianne Kresich, ADOT  
Teri Kennedy, ADOT  
Ethan Rauch, DMJM Harris  
Dave Perkins, Kimley-Horn and Associates, Inc.  
Brent Crowther, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.
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The meeting was called to order at 1:30 p.m.

### **Introductions**

Dianne Kresich welcomed attendees to the meeting.

### **Project Overview**

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

### **Discussion Points**

*What are some of the regional issues that this project (Central Arizona Framework Study) must address?*



- Pinal County Regionally Significant Route for Safety and Mobility Plan: The County has received considerable resistance from the development community on access management elements of the plan. The study is anticipated to be presented to the Board of Supervisors at the end of March. The County has been working developers and have resolved many of their concerns (though not to the developers complete satisfaction), with exception to access management at corner properties. The City of Maricopa is standing firm in their support of the plan. The lines on the map are generally accepted, through some changes may be made to interchange areas in the Casa Grande area.
- The State Transportation Board will be issuing a letter of support for the Pinal County Regionally Significant Route for Safety and Mobility Plan.
- Coordination with the Arizona State Land Department will be critical to future development of the North-South Corridor and with the Williams Gateway Corridor.
- The US 60 (Gold Canyon) Re route is a priority corridor. From a transportation planning perspective, they would like to see the North-South corridor progress.
- Pinal County would like to see the Williams Gateway / 802 be extended to Ironwood Drive. It does not make sense to stop the Williams Gateway Freeway at the county line / Meridian Road. The corridor ultimately needs to extend to the North-South Corridor, and then south to the Florence area.
- Most of the County's current and future CIP projects are in the Hunt Highway to Williams Gateway area, because that is where some significant needs are.
- The county has not heard of discussions about a new regional airport. They are not sure that another regional airport would be viable because of the proximity of the Williams Gateway Airport.
- Pinal County views the Gila River Indian Community as a 'park' and is planning facilities to circumvent the community. While the county is not drawing arrows and lines directed towards the Gila River Indian Community, the county understands that GRIC does not want to be left out of planning efforts.
- Regarding a proposal for a new transportation corridor located east of the proposed North-South corridor, the County feels that land ownership would be a significant challenge.
- The Pinal County SATS and the Pinal County RSR both assumed that state highways would ultimately be improved to six lane facilities. However, they recognize that uncertainty exists regarding the feasibility of improving/widening state highways that pass through the Gila River Indian Community
- Pinal County is preparing a scope of work for a transit study. A key element of this study would be to identify park and ride locations. They will also be looking at a transit loop system, as they feel that the study completed for Maricopa



County and northern Pinal County did not adequately address this. The Pinal County transit scope of work will identify potential connections between the cities within the county (Coolidge, Florence, Maricopa, Queen Creek, etc.)

*What transportation improvements are needed, in your opinion?*

- Pinal County has discussed the feasibility of implementing a transit corridor along Hunt Highway. Right-of-way constraints are challenging in this corridor.
- Florence Kelvin Highway is planned as a mid-term improvement (10 to 20 year horizon). This corridor has several environmental challenges (fish, national historic bridge).
- Park Link Drive is a priority corridor. Realignment of this corridor will be necessary to coordinate with I-10 DCR interchange locations.
- In the San Manuel area, there is rail right-of-way that has the potential to be converted trails. This could be tied into the Arizona Trail.
- There is abandoned railway heading north out of Oro Valley (narrow gauge rail). Kent Taylor, Pinal County Open Space / Trails planner, may have more information about this.

*Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of new transportation facilities?*

- XXX

*Are there environmental concerns that you would like to express?*

- New corridors that pass through planned open space (as identified by Pinal County Trails and Open Space Plan) should be avoided. New corridors should generally not pass through these designated areas, although some exceptions may arise.
- The future of Reddington Pass / I-10 by pass is unclear. The environmental challenges are significant.



**Next Steps**

The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

**Adjourn**

The meeting adjourned at 2:50 p.m.

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## Meeting Summary Notes

Date Produced:	February 26, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, CAAG
Date:	February 26, 2008
Location:	Kimley-Horn and Associates, Inc. 2210 E. Fort Lowell Road, Tucson, Arizona
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants: Bill Leister, CAAG  
Cherie Campbell, PAG  
John Liosatos, PAG  
Dianne Kresich, ADOT  
Ethan Rauch, DMJM Harris  
Dave Perkins, Kimley-Horn and Associates, Inc.  
Jiaxin Tong, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 9 a.m. by Dianne Kresich.

### **Introductions**

Dianne Kresich welcomed attendees to the meeting.

### **Project Overview**

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

### **Discussion Points**

*What are some of the regional issues that this project (Central Arizona Framework Study) must address?*



- An East-West Corridor is needed to relieve US-60. An option may be to extend I-8 to the New Mexico Border.
- There is significant truck traffic on US 60 near Superior. The number of lanes decreases to 2 lanes in this area. New roads are needed between Superior and Miami.
- Additional capacity is needed on I-10, particularly between Riggs Road and the Loop 202.
- SR 79 needs to be improved. The Town of Mammoth is considering constructing a by-pass to accommodate new development.
- The proposed North-South Corridor is considered the first priority by CAAG. A new east-west corridor is the second highest priority.
- While new east-west capacity is needed, the I-10 by-pass, as it was framed (as a by-pass), is not a good idea.
- Additional analysis tools for commercial vehicle/ truck traffic is needed, including a statewide commercial vehicle/truck traffic demand model.
- Additional outreach needs to be extended to the Tribal communities. The Tribal communities remain hesitant to become engaged in the transportation planning process. Their primary concern is that their lands will be taken away through corridor right-of-way acquisition.
- A significant dichotomy exists between Gila County and Pinal County. Pinal County is experiencing rapid growth (even too much), while Gila County is not.
- CAAG is currently preparing population projections. They maintain a development database.

#### *New transportation facilities (transit, airports/aviation, rail, bicycle/pedestrian)*

- Regional transit service is very costly. A comprehensive regional transit service would require significant subsidies to support it.
- CAAG supports a new regional airport if it would prove to be economically viable.

#### *What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?*

- Double tracking and siding of the Union Pacific Railroad is needed to foster economic development in the region.

#### *Are there any other issues you would like to express?*



- The State Transportation Board should include a representative from the CAAG / Pinal County region.

**Next Steps**

The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

**Adjourn**

The meeting adjourned at 9:55 a.m.

Meeting summary notes produced by:  
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## Meeting Summary Notes

Date Produced:	February 26, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Town of Marana
Date:	February 26, 2008
Location:	Kimley-Horn and Associates, Inc. 2210 E. Fort Lowell Road, Tucson, Arizona
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants: Fernando Prol, Town of Marana  
Brian Varney, Town of Marana  
Paul Popelka, Town of Marana  
Cherie Campbell, PAG  
John Liosatos, PAG  
Dianne Kresich, ADOT  
Ethan Rauch, DMJM Harris  
Dave Perkins, Kimley-Horn  
Jiaxin Tong, Kimley-Horn

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 1:30 p.m. by Dianne Kresich.

### **Introductions**

Dianne Kresich welcomed attendees to the meeting.

### **Project Overview**

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

### **Discussion Points**

*What are some of the regional issues that this project (Central Arizona Framework Study) must address?*



- Several new I-10 interchanges will have been funded for construction at the Tangerine, Twin Peaks, and Tortolita interchanges. These interchanges are in response to large commercial, retail, and residential developments near the new interchanges.
- Tangerine Road and Twin Peaks interchanges are critical to the economy development of the area.

*What transportation improvements are needed, in your opinion?*

- The town supports Avra Valley Corridor as recommended in the ADOT Corridor Definition Study and supports the Tucson-Phoenix by-pass alternative which runs through Avra Valley.
- The town supports passenger rail between Tucson and Phoenix.
- The town is updating its Master Transportation Plan. A Transportation Strategic Plan and Transit Plan will be finished in 2008. The town will incorporate bike and pedestrian plan into its strategic plan. The Transit Plan will include circulation and connection to SunTran routes.

*Improvements to existing facilities?*

- Improvement to Tangerine Road will be identified in a Tangerine Road DCR which is scheduled in 2008. The town of Marana wants future Tangerine Road to be a six-lane arterial with 350' right-of-way instead of a freeway.
- New Tangerine interchange will be located approximately 2,500' north of the existing interchange location. The structure and cross road at the existing interchange will be retained however, ramps will be relocated to the new interchange. The interchange will provide for Tangerine Road continuity to the west.

*Alternate modes transportation facilities (transit, airports/aviation, rail, bicycle/pedestrian)*

- The historic De Anza Trail along the Santa Cruz River is being accommodated by the Twin Peaks interchange project.
- The town is served by the Northwest Marana Airport and the Pinal Airpark both of which meet the needs of the town at this time.

*What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?*

- 900,000 sq ft of commercial complex will be developed at Tangerine/I-10.
- 6,500 houses plus commercial are to be built close to Tortolita interchange.





- 22,000-acre open space is preserved for development close to the Pinal/Pima County boundary.
- 200-acre development, with 1/3 commercial use, 1/3 mixed use and 1/3 high-density-residential use, is planned at the uptown of Marana.
- A fairly intense employment center will be developed in Pinal Air Park and another industrial development is to be built at northwest of Marana.
- Major retail/commercial power center and major residential development will be built near the Twin Peaks interchange.

### **Next Steps**

Technical Advisory Committee meetings will be held to keep stakeholders informed on study progress. The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

### **Adjourn**

The meeting adjourned at 2:15 p.m.

Meeting summary notes produced by:  
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Kimley-Horn  
Telephone: 520-615-9191  
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2210 E. Fort Lowell Road  
Tucson, Arizona 85719



## Meeting Summary Notes

Date Produced:	February 26, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Pima County
Date:	February 26, 2008
Location:	Kimley-Horn and Associates, Inc. 2210 E. Fort Lowell Road, Tucson, Arizona
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants: Jonathan Crowe, Pima County  
Cherie Campbell, PAG  
John Liosatos, PAG  
Dianne Kresich, ADOT  
Ethan Rauch, DMJM Harris  
Dave Perkins, Kimley-Horn and Associates, Inc.  
Jiaxin Tong, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.
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The meeting was called to order at 2:30 p.m. by Dianne Kresich.

### **Introductions**

Dianne Kresich welcomed attendees to the meeting.

### **Project Overview**

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

### **Discussion Points**

*What are some of the regional issues that this project (Central Arizona Framework Study) must address?*



- SR-77 congestion is a big issue for the county, who does not support a parallel reliever road for SR-77 west of SR-77 near Oro Valley. The county considers that impacts to the Tortolita Preserve to be significant and intends to expand the current Preserve boundaries as a Regional Transportation Authority project (see attached letter). The county supports transit and other alternate modes in the SR-77 corridor as a means of demand management. The county suggested that a parallel corridor east of SR-77 should also be considered.
- Pima County does not support the Tucson-Phoenix by-pass alternative in Avra Valley and a similar corridor recommended in the PAG Loop Study.

*What transportation improvements are needed, in your opinion?*

- Pima County agrees that congestion on SR-77 is an issue that needs to be resolved.

*Improvements to existing facilities?*

- Currently, design is underway to widen La Cholla Boulevard including the construction of a bridge over the Rillito River, from River Road to Ruthrauff Road. This project will result in a need for improvements on Ruthrauff Road from La Cholla to I-10 including construction of a grade separation of the railroad east of I-10.
- Construction is underway of improvements to Magee Road corridor including removal of the offset at the intersection of Magee-La Cholla.

*New transportation facilities (transit, airports/aviation, rail, bicycle/pedestrian)*

- The county does not feel that passenger rail between Phoenix and Tucson will have an impact on its ability to provide transportation services to its constituents.
- The county has a large pedestrian/bicycle program, which includes bike lane construction as a part of all roadway widening projects, multi-use path construction, education, and public out-reach program.
- The county participates in providing transit services in Pima County.

#### **Next Steps**

Technical Advisory Committee meetings will be held to keep stakeholders informed on study progress. The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.



**Adjourn**

The meeting adjourned at 3:20 p.m.

Meeting summary notes produced by:  
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## Meeting Summary Notes

Date Produced:	February 26, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Casa Grande
Date:	February 26, 2008
Location:	Kimley-Horn and Associates, Inc. 2210 E. Fort Lowell Road, Tucson, Arizona
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants: Kevin Louis, City of Casa Grande (via teleconference)  
Cherie Campbell, PAG  
John Liosatos, PAG  
Dianne Kresich, ADOT  
Ethan Rauch, DMJM Harris  
Dave Perkins, Kimley-Horn and Associates, Inc.  
Jiaxin Tong, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.
--

The meeting was called to order at 8:00 a.m.

### **Introductions**

Dianne Kresich welcomed attendees to the meeting.

### **Project Overview**

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

### **Discussion Points**

*What are some of the regional issues that this project (Central Arizona Framework Study) must address?*





- The locations of I-10 interchanges need to be determined. The City is planning to upgrade Val Vista Blvd to an expressway, from Montgomery Road to I-10.
- The study must consider how to maximize the efficiency of I-10 and I-8.
- The city will assume responsibility of (take-back) SR-287 and SR-387 after ADOT brings them up to standard.
- The City is currently conducting an impact fees update study. Creative funding sources will be identified.
- The city of Casa Grande supports an I-10, Tucson to Phoenix by-pass. This by-pass will be important to the commercial vehicle industry.

*What transportation improvements are needed, in your opinion?*

- The City of Casa Grande will be conducting a corridor study for Val Vista Blvd from Anderson Rd to I-10. The concept is to upgrade the Val Vista corridor to an expressway between Montgomery Road and I-10. The concept is to construct the expressway on 300' (potentially 400') right-of-way, with 3 lanes in each direction, landscape-type median and limited access.
- The City of Casa Grande Mayor and Council have adopted the Pinal County Regionally Significant Routes Plan with conditions: (1) for principal arterials, the city adopted a 140' cross-section rather than the county's 150' cross-section, (2) the City reserved more flexibility in access management guidelines to address existing conditions.

*New transportation facilities (transit, airports/aviation, rail, bicycle/pedestrian)*

- A new regional airport is needed. The facility should be located close to a major transportation facility (e.g. I-10 or I-8).
- Regional transit is needed on the I-10 corridor. Passenger rail should be considered on the North-South corridor.
- The City of Casa Grande will be conducting a transit study for local service within the next two years.
- The City of Casa Grande has recently completed a recreation master plan, and is currently conducting a trails plan. Trails are a valuable selling point for the community. The trails plan will need to address safe pedestrian crossings of I-10 and I-8. The trails should also avoid principal arterials.

*What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?*

- The City of Casa Grande wants to improve rail access to industrial areas.



- I-10 and I-8 are important to the economic development of the area. The planned local transportation systems will distribute traffic to and from I-10 and I-8.

*Are there environmental concerns that you would like to express?*

- Water quality is a significant concern for the City of Casa Grande.
- Air quality and PM10 issues are significant. The City intends to be proactive with dust control, and will address gravel roads.

*Are there others that should be involved in this study?*

- It is important to engage elected officials early on in the study. This may simply consist of sending the project information (scope of work, fact sheet, etc.). They should be informed of the role that they will play.

*Are there any other issues you would like to express?*

- The City of Casa Grande is concerned that plans being developed by the Framework studies could contradict or overlap existing City plans.

### **Next Steps**

The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

### **Adjourn**

The meeting adjourned at 8:50 a.m.

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## Meeting Summary Notes

Date Produced:	February 26, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Oro Valley
Date:	February 26, 2008
Location:	Kimley-Horn and Associates, Inc. 2210 E. Fort Lowell Road, Tucson, Arizona
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants: Paul Keesler, Oro Valley  
Craig Civalier, Oro Valley  
Sarah Moore, Oro Valley  
Cherie Campbell, PAG  
John Liosatos, PAG  
Dianne Kresich, ADOT  
Ethan Rauch, DMJM Harris  
Dave Perkins, Kimley-Horn  
Jiaxin Tong, Kimley-Horn

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 12:30 p.m.

### **Introductions**

Dianne Kresich welcomed attendees to the meeting.

### **Project Overview**

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

### **Discussion Points**

*What are some of the regional issues that this project (Central Arizona Framework Study) must address?*



- Oracle Road is the number one concern for the Town of Oro Valley. Studies show that even 12 lanes are not adequate to meet the future demand of traffic. Alternatives must be identified.
- Any new Oracle Road / SR-77 alternative corridor will have to address access management, environmental sensitivity, land use impacts, and open space preservation.
- A multimodal corridor of SR-77 is of great importance to the area. It is expected to have a multiuse path, bike lanes, park-and-ride, circulation transit, Suntran extension, bus rapid transit, and a transit stop at Tangerine/Oracle.
- With land development SR-79 will need improvement as well.
- The Town does not support a Park Link Corridor, as people are not going to travel north en route to Tucson, but will use Tangerine Road.
- Planned developments in the Mammoth will require improvements to SR 77.

*What transportation improvements are needed, in your opinion?*

- A new corridor west of SR-77 from Tucson to Oro Valley is needed to relieve the congestion on SR-77. The town wants such a corridor with transit that is access limited, environmentally sensitive, well designed, and has no impact on land use. It should be planned as a parkway through the area rather than a commercial corridor.
- The Town supports light-rail transit on SR-77.
- A DCR funded by RTA is being considered for Tangerine Road from La Canada to I-10. The town of Oro Valley supports a four-lane freeway.

*New transportation facilities (transit, airports/aviation, rail, bicycle/pedestrian)*

- A new regional airport is needed in Pinal County.
- The town supports a multimodal transit system, which incorporates both light rail transit and bus rapid transit. The transit circulation system should provide access to schools, local shopping and libraries. A transit center should be considered.

*What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?*

- The Arizona State Land Department has proposed a new development north of Town of Oro Valley, known as Arroyo Grande. This development may include more than 10,000 homes. As this development is planned, the potential impacts to SR-77 must be considered. Multimodal alternatives must be considered. This development should include village and employment centers.



*Are there any other issues you would like to express?*

- It is time to acquire the ultimate right-of-way for needed future corridors.
- New corridors will invariably impact development patterns.
- Infrastructure and capacity are fundamental to the land use decisions.

### **Next Steps**

The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

### **Adjourn**

The meeting adjourned at 1:25 p.m.

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## Meeting Summary Notes

Date Produced:	February 26, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Tohono O'odham Nation
Date:	February 26, 2008
Location:	Kimley-Horn and Associates, Inc. 2210 E. Fort Lowell Road, Tucson, Arizona
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants: Fred Stevens, Tohono O'odham Nation  
Cherie Campbell, PAG  
John Liosatos, PAG  
Dianne Kresich, ADOT  
Ethan Rauch, DMJM Harris  
Dave Perkins, Kimley-Horn and Associates, Inc.  
Jiaxin Tong, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.
--

The meeting was called to order at 11:30 a.m. by Dianne Kresich.

### **Introductions**

Dianne Kresich welcomed attendees to the meeting.

### **Project Overview**

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

### **Discussion Points**

*What are some of the regional issues that this project (Central Arizona Framework Study) must address?*



- SR-86 needs improvement and maintenance as oversized trucks divert from I-10 and travel through the Nation on Federal (BIA) roads which are unpaved and not suitable for truck traffic.
- Two Federal routes on tribal lands need attention. One is FR-15 and the other is FR-422. These routes serve as bus routes for children traveling from the Nation to schools in Maricopa.

*What transportation improvements are needed, in your opinion?*

- Public transportation is needed on tribal lands.
- New transportation facilities (transit, airports/aviation, rail, bicycle/pedestrian) are needed.

*Improvements to existing facilities?*

- SR-86 and SR-386 need improvement.
- There is only one small airport in the Nation, which is used for emergency purposes by the US Border Patrol.

*What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?*

- Sif Oidak is the only district that has economic development.
- There is a commercial development in the talking stage south of the study area.
- Another small residential development south of Arizona City is also in the talking stage.
- Road inventories are underway on Federal routes.

#### **Next Steps**

Technical Advisory Committee meetings will be held to keep stakeholders informed on study progress. The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.



**Adjourn**

The meeting adjourned at 12:00 p.m.

Meeting summary notes produced by:  
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## Meeting Summary Notes

Date Produced:	February 26, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Town of Globe
Date:	February 26, 2008
Location:	Kimley-Horn and Associates, Inc. 2210 E. Fort Lowell Road, Tucson, Arizona
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants: Manoj Vyas, Town of Globe  
Dianne Kresich, ADOT  
Ethan Rauch, DMJM Harris  
Dave Perkins, Kimley-Horn and Associates, Inc.  
Jiaxin Tong, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 3:30 p.m. by Dianne Kresich.

### **Introductions**

Dianne Kresich welcomed attendees to the meeting.

### **Project Overview**

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

### **Discussion Points**

*What are some of the regional issues that this project (Central Arizona Framework Study) must address?*

- The mining industry is heavily reliant on US 60. US 60 needs to be improved to four lanes to Globe.



- In addition to trucks associated with the mining industry, a significant volume of recreational traffic uses US 60 during the weekend, contributing to congested conditions. In the summer months (April to September), many recreational vehicles use SR 77 to access the reservoirs.
- SR 77 between Globe and Winkelman is a significant route. A large percentage (40%-50%) of traffic is trucks originating from Miami and serving the mine properties in Pima County. These trucks carry hazard materials and pose a safety challenge.

*What transportation improvements are needed, in your opinion?*

- A new high-capacity corridor that runs parallel to US 60 and US 70 is needed that connects central Arizona to New Mexico and California. Vehicle traffic traveling between New Mexico to Phoenix prefers US 70 and US 60 even though these routes have less capacity than I-10.
- The San Carlos Apache Tribe is generally supportive of a higher functionality of US 70. They anticipate that improvements to US 70 will attract more traffic to the casinos. The tribal community is a critical stakeholder as both US 70 and a future I-10 by-pass would cross tribal land.
- City of Globe supports a transit service between Globe and Phoenix. Greyhound service to Phoenix was terminated approximately three years ago.
- A significant investment would be needed for passenger rail to assure a quality and safe ride to make it viable as an alternative model. Currently a commercial rail line serves the mines northwest of Globe.
- ADOT spent \$80 million to widen SR 188. This road previously experienced a high number of crashes and significant delay. It is much improved and now meets their needs.

*New transportation facilities (transit, airports/aviation, rail, bicycle/pedestrian)*

- The San Carlos-Apache tribal community has full authority of the airport. The runway and facilities are in good condition, but jurisdictional ownership makes it much less accessible.
- Pedestrian and bicycle activities are of interest to the city, but terrain and topography make it difficult and expensive to construct pedestrian facilities.

*Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of new transportation facilities?*

- The area's topography and terrain make development of new transportation corridors and facilities difficult. In particular, the terrain challenges transit





operations, discourages bicycle and pedestrian activity, and complicates roadway improvements.

**Next Steps**

The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

**Adjourn**

The meeting adjourned at 4:30 p.m.

Meeting summary notes produced by:  
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## Meeting Summary Notes

Date Produced:	March 12, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, City of Eloy
Date:	March 12, 2008
Location:	Kimley-Horn and Associates, Inc. 2210 E. Fort Lowell Road, Tucson, Arizona
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants: John Mitchell, City of Eloy  
Joe Blanton, City of Eloy  
Dianne Kresich, ADOT  
Dave Perkins, Kimley-Horn and Associates, Inc.  
Jiaxin Tong, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 2:30 p.m. by Dianne Kresich.

### **Introductions**

Dianne Kresich welcomed attendees to the meeting.

### **Project Overview**

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

### **Discussion Points**

*General issues in the area:*

- The City of Eloy has expanded their planning area to 540 square miles, extending north to SR-287, south to Pinal County Line, east to the future North-South Corridor, and west to Tohono O'odham Nation.



- The city is currently conducting a SATS, which will be more comprehensive than the previously completed SATS.
- An east-west corridor through Eloy is needed based on the population projection in this area. The city supports the concept of the Western Parallel Corridor proposed in the Southern Pinal / Northern Pima Corridor Definition Study.
- In addition to the North-South Corridor and a new east-west corridor, the city does not foresee any other needed new high-capacity corridors.

*What is your perspective on the North-South Corridor?*

- The City of Eloy would like the North-South Corridor to be aligned to the east of SR-87 so that a system interchange will not be necessary at SR-87 and I-10 as a lot of developments are proposed in this area.

*New transportation facilities (transit, airports/aviation, rail, bicycle/pedestrian)*

- The city supports a Phoenix – Tucson passenger rail system.
- Union Pacific is planning to construct an industrial park and facility to side freight trains that are needed for the companies in the industrial park. This industrial park will provide significant benefits to Eloy.
- The City will take a closer look at transit service, such as bus circulation and etc, in their SATS.
- The development of an airport in this area is potentially slow as most of the available lands are controlled by two large properties.

*What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?*

- The SR-87 corridor and I-10 corridor will become important industrial corridors in the future.
- An 18,000-acre development has been proposed in La Osa, which will become a large economic generator in the future.
- A theme park, which is projected to attract six million visitors per year, is proposed in the area south of Shedd Road and north of Houser Road.

*Are there environmental concerns that you would like to express?*

- Picacho Fissure, Casa Grande Mountain Fissure, and Santa Cruz River are the major environmental concerns in the area.

#### **Next Steps**



Technical Advisory Committee meetings will be held to keep stakeholders informed on study progress. The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

**Adjourn**

The meeting adjourned at 3:20 p.m.

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## Meeting Summary Notes

Date Produced:	March 19, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Gila River Indian Community
Date:	March 18, 2008
Location:	Kimley-Horn and Associates, Inc. 2210 E. Fort Lowell Road, Tucson, Arizona
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants: David White, Gila River Indian Community  
Sasha Saliego, Gila River Indian Community  
Brenda L. Robertson, Gila River Indian Community  
J. Andrew Darlin, Gila River Indian Community  
Cal Touchin, Gila River Indian Community  
Jennifer Giff  
Steve Johnson, Gila River Indian Community  
Doug Torres, Gila River Indian Community  
Dianne Kresich, ADOT  
Dave Perkins, Kimley-Horn and Associates, Inc.  
Ethan Rauch, DMJM-Harris

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 2:30 p.m. by Dianne Kresich.

### **Introductions**

Dianne Kresich welcomed attendees to the meeting.

### **Project Overview**

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.





### **Discussion Points**

#### *General Issues:*

- Following an explanation of the Critical Needs Assessment, participants stated that the Community has not been contacted to provide input on Critical Needs. The Central Framework Study (CFS) team stated that someone would contact Mr. White on the subject of Critical Needs.
- A question was asked whether eminent domain could be used to implement study recommendations. It was stated that the Central Framework Study would recommend transportation improvements in the region and would not be addressing funding or implementation issues.
- It was stated that surrounding jurisdictions are preparing transportation plans that impact the Community. In order to address Community transportation planning issues, the Community will select a consultant to prepare a Small Area Transportation Plan. It is anticipated that the Plan will require 12 months to complete. Separate planning studies will be conducted for Commuter Rail and Transit to supplement the Transportation Plan.
- Low levels of DPS enforcement along I-10 at night creates burdens for Community law enforcement personnel.
- For some roads, the Community is unsure of its responsibilities because records do not exist to determine which roads are located on the Community. Hunt Highway was given as an example.
- Congestion, safety, and speed limits were identified as problems on Casa Blanca Road and SR-347.
- Increasing bicycle volumes on state highways has been observed. Bicycle races must request, and typically are permitted by the Community. Permitting for hazardous material transport and oversized loads require permitting, but often are not permitted by the Community.

#### *New Transportation Facilities:*

- In addition to the North-South Corridor and an east-west corridor, the city does not see any other new corridors needed on the horizon.
- Questions were raised on the status of the North-South Freeway in Pinal County, east of the Community. Specifically, the Community sees this freeway as a positive for improving regional access for Community members. Concerns were expressed regarding more traffic on Community roads from the freeway. It was explained that a design concept report and environmental study has been funded and that a consultant has been selected. The North-South Freeway will be considered in the Central Framework Study.



- Questions were raised on the status of the Phoenix-Tucson Bypass Study. It was explained that the State Transportation Board would discuss the findings of the study on March 21, 2008 and could possibly provide direction on next steps for development of the Bypass. If directions are provided by the Board, the Bypass could be considered in the Central Framework Study.
- It was mentioned that state highways are designed for through traffic and not for access within the Community. ADOT needs to coordinate with the Community and BIA to construct turn lanes at intersections on the state highways.

#### *Environmental Concerns:*

- Air quality from mobile sources has become a concern for the Community as more traffic uses roads on the Community. The Community has observed that as traffic volumes increase on state highways, Community roads including BIA roads have increased traffic and truck volumes and these roads typically are unpaved which contributes significantly to air quality concerns. A valley located west of I-10 along the Gila River was identified as a problem area for air quality.
- It was stated that increasing traffic volumes on the state highways is creating safety and congestion concerns in addition to air quality issues. ADOT needs to work with the Community and BIA to address safety and congestion concerns.
- Flood control along the Gila River is a concern of the Community.
- Environmental concerns were included in the Community's presentation to the Pinal County Summit. Cultural issues include direct and indirect impacts on archaeological sites, shrines, memorials, trails, natural resources, vandalism from unauthorized trespassing, and unwanted access along the borders of the Community. Fencing and signing along Hunt Highway has reduced many of these issues in the area. Increased fencing and signing will be implemented as funding allows. Only 42 percent (1,250 sites) of known cultural resources have been surveyed.
- Impacts on Community wildlife corridors often result from road improvements outside of the Community.
- The Community has observed increasing truck traffic carrying hazardous materials.
- Illegal dumping and access by motorcycles and RVs on Community lands is a concern of the Community.

#### *Economic Development*

- Community visions for economic development are documented in the Borderlands Study. Areas identified for economic development are focused on I-10, Loop 202, SR-87/SR-287/railroad area, Pecos Road, Riggs Road, Hunt Highway, Wild



Horse Pass Road, and the Community Airfield which has been identified for airfield improvements and development.

**Next Steps**

The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

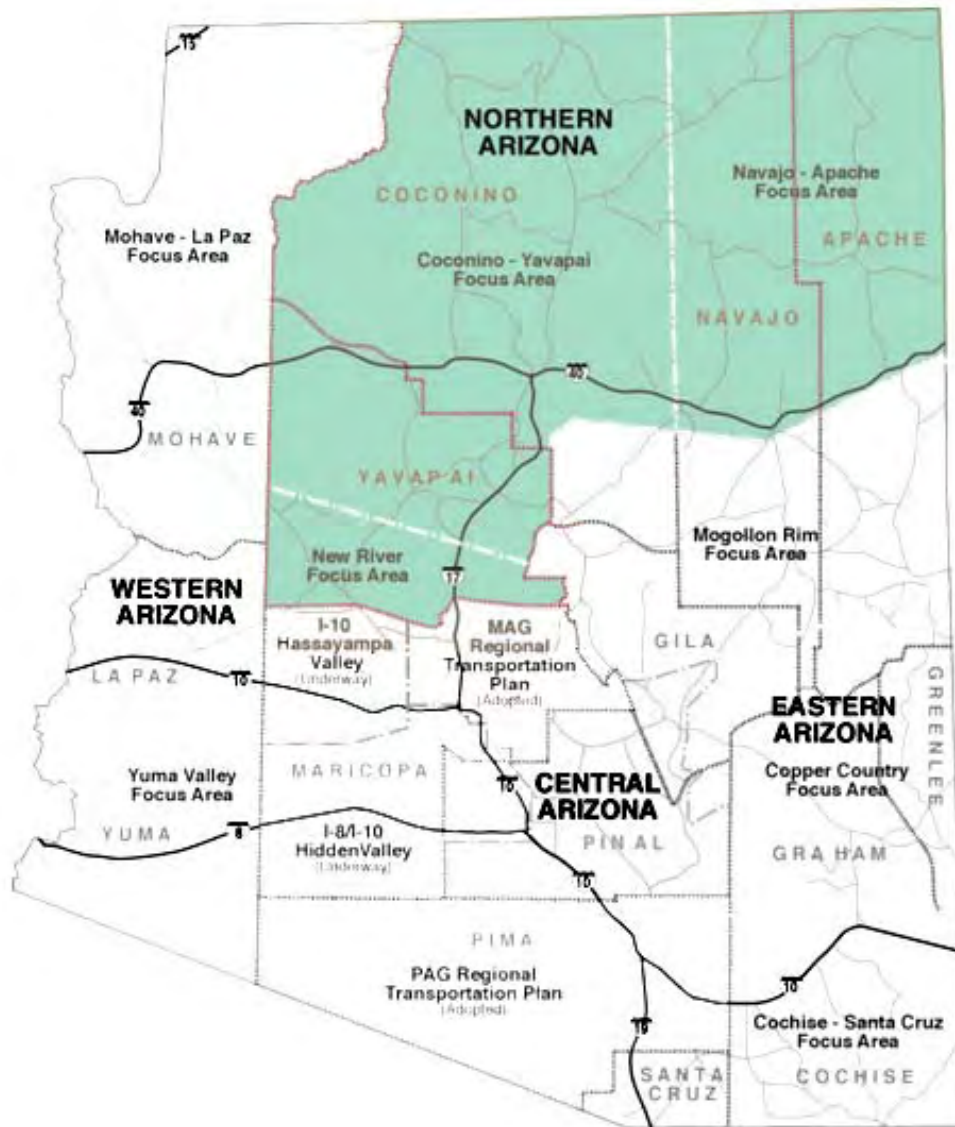
**Adjourn**

The meeting adjourned at 4:00 p.m.

Meeting summary notes produced by:  
Dave Perkins  
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# Northern Arizona Framework Study Focus Group and Community Workshop Summary Report



Flagstaff, AZ March 26, 2008  
Prescott, AZ March 27, 2008  
Window Rock, AZ April 3, 2008



### Executive Summary

Focus group meetings and community workshops were held between March 26 and April 4, 2008 in Flagstaff, Prescott and Window Rock, Arizona as noted below. The focus groups were divided into three special interest areas: Commercial and Multimodal Transportation; Business and Development; and Environmental/Conservation. The table below shows the number of attendees at each focus group meeting and community workshop.

Date	Location	Description	Attendees
3/26/08	Flagstaff, Little America Hotel	Commercial & Multimodal Transportation	13
3/26/08	Flagstaff, Little America Hotel	Business & Development	7
3/26/08	Flagstaff, Little America Hotel	Environmental/Conservation	23
3/26/08	Flagstaff, Little America Hotel	Community Workshop	36
3/27/08	Prescott, Yavapai College	Commercial & Multimodal Transportation	10
3/27/08	Prescott, Yavapai College	Business & Development	5
3/27/08	Prescott, Yavapai College	Environmental/Conservation	6
3/27/08	Prescott, Yavapai College	Community Workshop	25
4/3/08	Window Rock, Navajo Nation Museum	Commercial & Multimodal Transportation	10
4/3/08	Window Rock, Navajo Nation Museum	Business & Development	5
4/3/08	Window Rock, Navajo Nation Museum	Environmental/Conservation	3
4/3/08	Window Rock, Navajo Nation Museum	Community Workshop	5
Total Attendance			148

During the focus group meetings and community workshops, major themes emerged from the discussions, across all locations. The discussions followed the general themes of:

1. Public Transportation, High Capacity Transit and the issues of long distance travel and connectivity (inter-regional and intra-regional connectivity);
2. Environmental concerns, especially related to coordination with transportation and economic development strategies, with a view to long-





- term sustainability, and focus on the eventual popular use of alternative fuels and technologies; and
3. Inter-governmental cooperation, policies and programs.

Most focus groups, across the three interest areas engaged in discussions with very similar themes. There was also a noticeable co-relation among all three areas. For example, environmental specialists expressed desire for better multi-disciplinary coordination in the transportation arena, to ensure that adequately sized rights-of-way be obtained to accommodate parallel scenic corridors, with more and better designed wildlife crossings. On a parallel note, business and institutional interests noted that transportation corridors should have space to accommodate increased fiber optic lines to facilitate anticipated increased demand for telecommunication, as an avenue to sustainable economic development.

Economic development interests remarked on the importance of efficient and effective multimodal transportation corridors that traverse the state, to ensure that Arizona remain economically competitive relative to other states.

In general, safety concerns were expressed among all three interest groups. Environmentalists were concerned about safety of wildlife crossings for animals and humans, noting the danger to both in the event of a collision. Transportation advocates repeatedly observed that safety on all rural roads needs to be improved to ensure efficient mobility for vehicular traffic, and to reduce accidents that arise from poorly designed and maintained roads, conflicts and competition between commercial truck traffic and private vehicular traffic. Economic and business interests noted that safety improvements would enhance long distance travel for commercial traffic, and make rural areas more attractive to future potential commercial and industrial business.

Almost all focus groups noted that there is significant opportunity to improve, and in some cases overhaul intergovernmental procedures, pursue more streamlined functioning and coordination in funding allocations, and especially in programs dealing with transportation, environmental resource protection, and public land management.

#### High Capacity Transit & Long Distance Travel Connectivity

Participants in the three geographic locations expressed the need for future high speed rail connections between Tucson and Phoenix, Phoenix and Flagstaff, as well as other transit alternatives to existing bus and para-transit services, expansion of current transit services to incorporate vehicles with higher passenger capacities, and to implement systems with alternative technologies.

Many noted that the time is imminent to consider tolling freeways, given the inadequacy of current and anticipated revenues from traditional funding sources. Transportation focus group participants in Prescott and Flagstaff expressed the notion that the State explore policies to charge additional tolls for commercial truck traffic at Arizona's borders, particularly for trucks that are transiting through the state, destined to other states.



Bypass alternatives to I-17- I-8, I-40, SR 69 were deemed necessary for economic and environmental sustainability. Many in all three geographic areas expressed an interest in ensuring more direct freeway connections to Utah, either via I-17 or US 191.

Other areas in need of attention are the development of more regional airports, increased freight rail to take some of the burden of truck freight from roadways and to assist the commercial mining industry in product transport.

#### Sub-regional transportation issues

A theme consistent to the three geographic locations was that a network of transit, augmented with smaller local area circulator systems would be needed to minimize need for rental cars (tourists) and other visitors. It is important to build this network to increase the probability that trips can be completed on transit to final destinations (or for the entire trip).

Safety of rural roads is a concern common to all focus group participants. Conflicts between heavy truck traffic and other vehicular traffic are seen as a growing problem. Maintenance of roadways is not keeping pace with demand. In addition, dirt roads are unsafe for motorists, and contribute to air quality concerns (dust). Pavement needs to be designed and built to withstand increasingly heavy commercial truck traffic to ensure better long-term cost/benefit gains.

#### Economic Development and Environmental Concerns

Better quality jobs, programs and types of employment that will attract young educated professionals, and diversity of employment are needed. For public funds, it was uniformly felt that there should be more equitable redistribution of funds (metropolitan Phoenix area vs. rural areas).

Natural physical terrain is a challenge. Participants wondered whether there would be future opportunities to use latest technology to work through this – tunnels through mountains for example. Multimodal roadway corridors should also provide ROW for installation of fiber optic cable to facilitate increased demand for electronic communication (particularly institutional), and the State should pursue the creation of local arterial network of "smart" corridors.

There was strong connection between sustainability, livability, and the need for commerce, expressed as a need to balance tourism, and the desire for economic development and revenue from the tourist trade, with long-term preservation and conservation of physical and natural resources. Groups in Prescott and Flagstaff were more open to the notion of "demand management" programs to regulate tourist traffic, by charging fees. Window Rock participants were divided on this subject.



### Environmental and Conservation

Environmental concerns addressed a wide range of issues, such as the need to provide for more wildlife crossings, maintenance of existing roadways, include in the redesign of any roadways; essential to coordinate transportation, land use planning with the planning for network of wildlife corridors, and to implement parallel scenic corridors next to new roads, perhaps retrofit existing to accommodate this. Across all geographic areas, it was felt that there is a need to coordinate transportation, land use, water, environmental, habitat issues in a holistic manner, to ensure long-term sustainability and preserve quality of life. Environmental groups recommended that the state should adopt innovative strategies and standards of measurement to ensure habitat sustainability, and that there was an overall need to incorporate more sustainable and "green" approaches to how we travel, live, design and build public works and infrastructure (this was common to other interest areas, as well).

### Programs and Policies

Window Rock and Flagstaff participants expressed the need for public education, on all levels: community, government, and business. Window Rock and Prescott participants expressed the need for profound change at the political/congressional level.

Anticipate that in some areas, future growth likely to be clustered close to state highways. Respond with an appropriate transportation and land management program. On the other hand, other more populated areas of the Northern Arizona Region seem to be anticipating continued sprawling growth, tempered somewhat by physical obstacles posed by natural terrain.

In Tribal areas, there appears to be an internal struggle to balance need for economic development, job creation to attract younger Tribal members back to Tribal lands, with recognition of cultural and spiritual values. Tribal nations interviewed appear to be engaged in the early stages of internal debate of how to move forward into a manageable state of economic "progress". Environmental preservation concerns are paramount on Tribal lands, as well as availability of funding to conform to Best Management Practices and pursue appropriate mitigation.

## **Focus Group Summary Notes Multimodal/Commercial Transportation, Flagstaff**

Date Produced:	April 7, 2008
Meeting:	Multimodal/Commercial Transportation Focus Group – Northern Arizona
Date:	March 26, 2008 9:00 – 11:00 a.m.
Location:	Little America Hotel, Flagstaff, Arizona
Purpose:	The purpose of the Multimodal/Commercial Transportation Focus Group was to provide a project overview and initiate an interactive discussion about local and regional transportation issues. Several questions were posed by a facilitator and attendees were able to express comments, concerns, issues and opinions in an open forum setting.

Participants: Jayne Abraham, Camp Navajo  
 Jeff Swan, representing City of Winslow  
 Paul Ferris, City of Winslow  
 Dale Wegner, Coconino County  
 Scott Neisess, Page Helping Hands  
 Jeff Meilbeck, NAIPTA  
 Kathy Wagnon, Page School District  
 Lee Bigwater, Navajo Transit  
 Mark Woodson, Woodson Engineering  
 Richard Jentzsch, City of Page

Staff: John Harper, ADOT  
 Jim Zumpf, ADOT  
 Rod Wigman, ADOT  
 Larry Gibson, DMJM HARRIS  
 Brent Cain, HDR  
 Winsome Bowen, HDR  
 Heather Honsberger, HDR  
 Pamela Cecere, HDR

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The Focus Group was called to order at 9:00 a.m. by James Zumpf, ADOT.





### **Overview of Presentation**

James Zumpf, ADOT began the Multimodal/Commercial Transportation Focus Group by introducing the project team and allowing attendees to introduce themselves. Mr. Zumpf began the presentation by describing Arizona's potential statewide growth using a series of maps and graphics. Mr. Zumpf then explained the purpose of the focus group and described the Building a Quality Arizona (BQAZ) study, elaborating on elements such as: the study's guiding principles and objectives; the process, schedule and progress to date; and background information pertaining to growth projections. The community outreach element was also detailed. No questions were asked during the presentation.

### **Summary of Focus Group Discussion**

Heather Honsberger, HDR facilitated the Focus Group discussion. The following is a synopsis of questions, responses and major themes that emerged from the discussion.

#### *Questions:*

8. From your perspective, what are the regional multimodal and commercial transportation issues that the Regional Framework Study must address?

#### *Responses:*

- Flagstaff Regional Issues:
  - i. Need to look at the Grand Canyon and potential economic development impacts
  - i. Growth along I-40 and how to move people in modes other than private automobile.
  - ii. Commercial (freight) rail/BNSF, potential look at a "Maglev" system for connectivity
  - iii. Need to improve bus connectivity between Flagstaff and Phoenix, consider Bus Rapid Transit
  - iv. North connection – large boats (Lake Powell)
  - v. Flagstaff is the County seat, serves as a hub for services (shopping, medical, etc.)
- Page Regional Issues
  - i. Flagstaff is economic hub, need additional and larger buses to Flagstaff; current bus service at capacity
  - ii. Need additional funding in rural areas
  - iii. Need more east/west connections, and need to connect Page to Cameron to Flagstaff
  - iv. North/south connections are limited; rural drivers spend more time traveling (and there is a cost to this)
  - v. No rail connections; long distance travel is mostly limited to private services (limited private air travel)
  - vi. 250 to 1,000 passengers per month ride bus in Page
- NAIPTA coordinates/partnership need to address long commute
- Consider impacts of commercial traffic growth – trucks avoid congested areas (i.e., Las Vegas, Phoenix, Los Angeles) – using I-8, and I-40
  - i. Need alternatives to accommodate truck traffic



- Need to consider impacts of building bypass routes, which can spur development
- 10,000 trucks/day – transit will have to compete with truck traffic
- Concerns regarding impacts of closures and accidents (such as recent accidents on I-40); the road's current 2-lane configuration does not permit efficient accident investigation; accidents trigger tremendous traffic back-up
- Difficult to plan trips due to lack of regional airport, can either fly out of Albuquerque, Las Vegas, or Phoenix
- Need to educate public about how existing transportation facilities are subsidized - people don't realize the roads currently aren't "free" and are paid through taxes

9. What transportation modes can share alignments and where should they do so within the region? What modes should operate in separate corridors, and where within the region?

*Responses:*

- Need to look at what a new corridor is for commuters, freight, etc.
- State Route 89 should be multimodal corridor
- CANAMEX corridor has economic potential
- Need to look at what's being done nationally – piggyback on national public works programs
- Look to bridges, highways and rail to stimulate economy
- Consider I-66 east/west highway – nationwide corridor for freight

10. When you look to the future (2050 and beyond) what are the urban growth/developments, business, and global trends or other economic changes that you see occurring and how should regional transportation planning address these issues?

*Responses:*

- Consider high-speed rail (200 mph)
- Add commuter rail to BNSF line –freight traffic adding congestion on freeways
- Need to expand air service, airport links and connections
- Address urban sprawl and the "drive until you qualify" condition

11. When you look to the future (2050 and beyond) what are the multimodal transportation and commercial transportation trends occurring and how should regional transportation planning address these issues?

*Responses:*

- Need to improve non-emergency medical services – huge amount of money currently wasted in taxi service to transport patients
- Decision makers' focus is not rural - contractors coming from Phoenix, need to broaden the thought process
- Increase in park-and-ride/carpooling
- Interconnectivity and regional collaboration is critical



12. Are there transit options that can be developed or expanded within the region to serve future employment centers?

*Responses:*

- Coordinated van service needed
- Transit options need to be developed
- Need to create air linkages
- Expand existing services
- VMR has carpool programs – state rideshare (starting soon)
- Look at existing successful employer funded programs – van pools
  - i. Department of Corrections
  - ii. Sanders Point of Entry
- Partner with employers

13. Are there multimodal/commercial transportation issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?

*Responses:*

*Obstacles to Development*

- Terrain and inclement weather creates transportation issues (including air traffic)
- Funding
- Emergency access
- HeadStart Program requests road improvements to help drivers transport students during inclement weather
- Need coordination between Federal, State and Tribal governments
  - i. High travel demand on rural routes
  - ii. Assist with accidents on tribal lands
  - iii. Address safety improvements

*Addressing Obstacles*

- Need to improve certainty of travel
- Need alternate routes
- Implement greater use of telecommuting
- Make connection between transportation and economy

14. Are there additional issues you believe that the Regional Framework Study should address specifically as it relates to multimodal/commercial transportation interests?

*Responses:*

- Winslow should be included with future meetings in Flagstaff
- Consider airport in Snow Bowl
- Navajo Nation – show growth centers (Tuba City, Window Rock, Chinle, Kayenta)
- Concentrate on growth centers ; create transit centers at these areas
- Create transit connections to Flagstaff, Kayenta, Page, Winslow, and Chinle
- Create connections to border towns (Shiprock, Cortez)
- Look at plans to provide alternate routes through Hopi (terrain is an obstacle)



- Increase in trucks and commuters on Hwy 264 (doubled in 4 years)
- Look at what is going on regionally, outside of Arizona (impacts from Las Vegas, etc.)

15. How would you like to be involved as the process unfolds? And who else should be involved representing multimodal/commercial transportation interests?

*Responses:*

- Invite schools, transportation providers, transit operators
- Include Camp Navajo Intermodal/Industrial Development
- Consider teleconference option in future

### **Summary Points**

James Zumpf, ADOT concluded the Focus Group by thanking attendees for their participation and providing the BQAZ website and contact information for any future comments to be submitted.

### **Adjourn**

Meeting Adjourned – 10:45 a.m.

Meeting summary notes produced by  
Heather Honsberger  
HDR  
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[Heather.Honsberger@hdrinc.com](mailto:Heather.Honsberger@hdrinc.com)



## **Focus Group Summary Notes Business and Development, Flagstaff**

Date Produced:	April 7, 2008
Meeting:	Business and Development Focus Group – Northern Arizona
Date:	March 26, 2008 12:30 – 2:30pm
Location:	Little America Hotel, Flagstaff, Arizona
Purpose:	The purpose of the Business and Development Focus Group was to provide a project overview and initiate an interactive discussion about local and regional economic issues. Several questions were posed by a facilitator and attendees were able to express comments, concerns, issues and opinions in an open forum setting.

Participants: Cindy May, APS  
Dave Wessel, FMPO  
Jodie Filardo, City of Sedona  
Rick Switzer, Camp Navajo  
Scott Neuman, Coconino County Community Services  
Chris Fetzer, NACOG  
Richard Jentzch, City of Page

Staff: John Harper, ADOT  
Jim Zumpf, ADOT  
Rod Wigman, ADOT  
Larry Gibson, DMJM HARRIS  
Brent Cain, HDR  
Winsome Bowen, HDR  
Heather Honsberger, HDR  
Pamela Cecere, HDR

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.
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The Focus Group was called to order at 12:30pm by James Zumpf, ADOT.



### **Overview of Presentation**

James Zumpf, ADOT began the Business and Development Focus Group by introducing the project team and allowing attendees to introduce themselves. Mr. Zumpf began the presentation by describing Arizona's potential statewide growth using a series of maps and graphics. Mr. Zumpf then explained the purpose of the focus group and described the Building a Quality Arizona (BQAZ) study, elaborating on elements such as: the study's guiding principles and objectives; the process, schedule and progress to date; and background information pertaining to growth projections. The community outreach element was also detailed. No questions were asked during the presentation.

### **Summary of Focus Group Discussion**

Heather Honsberger, HDR facilitated the Focus Group discussion. The following is a synopsis of questions, responses and major themes that emerged from the discussion.

#### *Questions:*

1. From your perspective, what are the regional business and development issues that the Regional Framework Study must address?

#### *Responses:*

- Sedona should focus on improving infrastructure, including allowing for future improvements during road construction (e.g., construct bigger pipes to accommodate future fiber optic needs)
- Strengthen economic and transportation ties between Flagstaff and Prescott
- Plans for new Convention Center serving Flagstaff and Sedona should also include proximity to major airport/public transportation service
- Support for multimodal options from airport to improve transportation connections
- Industry (e.g., Salt River Materials) needs shipping options like improved rail/trucking
- Sedona enjoys a high quality of life but low paying jobs, there is a need for high paying jobs
- Need to explore an easy way to move goods and services
- With the rise in fuel/transportation costs, alternatives need to be explored
- Existing and future businesses need transportation alternatives
- Demographic trends in Coconino County include:
  - i. Decline in working class population
  - ii. Increase in retirement population
  - iii. Population growth is slower (compared to other regions)
  - iv. Poverty rate is on the decline
  - v. Employment rate is on the decline
  - vi. Personal service needs are increasing
  - vii. Seasonal/renter population is increasing
  - viii. Travel time is increasing
  - ix. Economic opportunities are limited
  - x. Young families occupying the area is on the decline



- xi. County is experiencing "seasonal vacation home syndrome" (25-30% of Flagstaff population is seasonal)
2. Are there economic development plans (municipal, regional, Tribal, or private) currently underway that will or can impact future transportation facilities within the region?

*Responses:*

- Economic plans need to look at entrepreneurship, home-based business, service-based businesses, and serving lower income people
  - Artisan Trail Networks need to be explored. Place-based crafts and art "trails" can bring tourists to the area and contribute to economic development. Examples of Artisan Trail Networks include northern New Mexico, North Carolina, Montana. Collaboration with universities, tribes, art groups should be used to develop trails
  - Roadways need to be improved to accommodate increased tourist traffic
  - Hometown competition (economic model)
    - i. People are leaving for lack of opportunity
    - ii. Small businesses are dying off
  - Sustainable Economic Development Initiative, or the partnership of municipalities and APS/other organizations can be used to improve economy
  - Regional Economic Organizations, or bringing together municipalities, corporations, and other businesses to improve economy
3. When you look to the future (2050 and beyond) what are the urban growth/developments, business, and global trends or other economic changes that you see occurring and how should regional transportation planning address these issues?

*Responses:*

- In Sedona, long-range economic development is looking to:
  - i. Target younger employees
  - ii. Using multimodal or non-vehicular transportation
  - iii. Commercial redevelopment (particularly on 89A)
  - iv. Looking to form, space, and code
  - v. Changing character, improving walkability, and allowing for mixed use development
- Film Development in Sedona, currently advertisements and Independent films are filmed in Sedona area. Feature films need flexible space and roads to accommodate big rigs
- APS – B3 Bridges to Business Program
- Camp Navajo – premier training facility for Arizona and bordering states, looking at additional ranges
  - i. Need to consider additional large vehicles on the road
- Provide tax incentives for building close to businesses, needs to be addressed at the top tier, policy committees
- Sedona is concerned about additional developments similar to Anthem and the impacts of Anthem

- i. I-17 congestion-hurting Sedona tourist traffic - regional implications of growth/access
  - ii. Need tourists to sustain retail
- Sedona supports better multimodal connectivity to Phoenix/Flagstaff airports
- Page population increase is slower than expected, losing youth
- See growth in coal mining/power generation (Peabody and Black Mesa Coal) in the Page area
  - i. See mining occurring in the next 50 years
  - ii. Additional untouched coal sources
  - iii. Fly ash (need to haul out by rail)
  - iv. Scrap metal- smelting, need rail/trucks
  - v. Fishing lures worldwide, cannot ship, instead using UPS
  - vi. Basic industry potential to improve
- Existing facilities will also continue to grow
- In Flagstaff, the drive time is an economic challenge tourism/business
- Verde Valley has teleconference needs – will see more telecommuting and teleconferencing
- Critical mass of people will start sustaining businesses

4. Identify the future major activity centers within the region that should be served by transportation facilities?

*Responses:*

- Coconino County is the second largest county by acreage, but land is locked by agencies. This will growth patterns and distribution
- Several economic centers emerging, but dependent on the availability of water
  - i. Ashfork
  - ii. Extension of Prescott
  - iii. Estimating horizontal build out by 25 years – reshaping type of transportation alternatives and densities
- Snowflake and Show Low - lower cost of living, surge in larger business-challenge to transportation
- Need to look at base industry vs. roof tops
  - i. Expand industrial business, look at in sourcing - not out sourcing
  - ii. Large projects – funded by other countries
  - iii. Increase in global commerce – industries will come back to U.S. - cost of labor up elsewhere
  - iv. Seeing research and development go to foreign countries (such as China, Cambodia, Laos)
- Need to improve education (e.g., math and science) – to keep population in northern Arizona
  - i. Trying to attract ages 24-34 age category
  - ii. Sustain through better availability of high quality jobs

5. Are there alternative modes that can be developed or expanded to serve these planned activity centers?

*Responses:*



- Need to consider additional right-of-way to accommodate improvements (especially for mass transit)
    - i. High-speed rail between Phoenix and Flagstaff
    - ii. Flagstaff needs improvements throughout the city
  - As mass transit grows and evolves – what will that mean for space – viability, need to evaluate these issues
  - Need access to transportation for aging population
    - i. Target population that needs it
    - ii. Youth population bikes to work – need to address safety issues, especially in Flagstaff and other college towns
    - iii. Obstacle for populations – snow and terrain makes it difficult to get to bus
      - 1. Need bus stops – routes/location improvements
    - iv. Senior independence program gets drivers for SRS (\$67/month) mileage (volunteer program)
    - v. Unconventional vehicle (150 mpg) being developed bike/car hybrid
  - Prepare for alternatives modes and support their use
  - Need to make general investment in alternative modes – what's needed to turn tide/viability
    - i. Investment levels
    - ii. Shifts
    - iii. Improve facilities
    - iv. Research – increase bike/pedestrian use by making it safer
    - v. Goals for 2020 were met within 10 years for alternative modes – keep this in mind when planning
6. Are there business/development issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?
- Responses:*
- State contractor process, companies only coming from Phoenix - need local participation
  - Funding – need equitable distribution of funds
  - Cost burden to business for transportation.
  - Make connection between transportation and economy more transparent
  - Bus stop locations need to access areas of low income, and destinations that will serve the population, such as grocery stores, pharmacy, disability organizations, and employers
  - Provide of future technology and different modes, solar hydrogen, etc. Infrastructure needs to accommodate these trends
  - Concerns about Proposition 207 and the impacts of this legislation – need visionaries on policy team
7. How would you like to be involved as the process unfolds? And who else should be involved representing business/development interests?
- Responses:*
- Include Mass Evacuation. Plan group and Health Departments



**Summary Points**

James Zumpf, ADOT concluded the Focus Group by thanking attendees for their participation and providing the BQAZ website and contact information for any future comments to be submitted.

**Adjourn**

Meeting Adjourned – 2:30pm

Meeting summary notes produced by  
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Pamela.cecere@hdrinc.com



## **Focus Group Summary Notes Environmental/Conservation, Flagstaff**

Date Produced:	April 7, 2008
Meeting:	Environmental/Conversation Interests Focus Group – Northern Arizona
Date:	March 26, 2008 3:00 – 5:00 p.m.
Location:	Little America Hotel, Flagstaff, Arizona
Purpose:	The purpose of the Environmental/Conversation Interests Focus Group was to provide a project overview and initiate an interactive discussion about local and regional environmental and conversation issues. Several questions were posed by a facilitator and attendees were able to express comments, concerns, issues and opinions in an open forum setting.

Participants:

Ren Willis-Frances, ADEQ  
Paul Rasmussen, ADEQ  
Diane Arnst, ADEQ  
Danny Bullets, Jr., Kaibab-Paiute Indian Tribe  
LeAnn Skrzynski, Kaibab-Paiute Indian Tribe  
Sandra Nagiller, Coconino National Forest  
Jennifer Kevil, Coconino National Forest  
Sarah Lantz, AZ Game & Fish  
Richard Mayol, Grand Canyon Trust  
Mike Schneegas, National Park Service  
Todd Metzger, National Park Service  
Michael Terzich, National Park Service  
Diane Chung, National Park Service  
Nancy Skinner, Navajo National Monument  
Rachel Stanton, Grand Canyon National Park  
Vicky Stinson, Grand Canyon National Park  
Jill Beshears, Grand Canyon National Park  
Bill Tawler, Coconino County  
Dave Wessel, FMPO  
Shaula Hedwall, US Fish & Wildlife  
John Neville, Sustainable Arizona  
Kim Crumbo, Grand Canyon Wildlands Council

Staff:

John Harper, ADOT  
Chuck Howe, ADOT  
Jim Zumpf, ADOT  
Rod Wigman, ADOT  
Larry Gibson, DMJM HARRIS  
Brent Cain, HDR  
Winsome Bowen, HDR  
Heather Honsberger, HDR  
Pamela Cecere, HDR





The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The Focus Group was called to order at 3:00 p.m. by James Zumpf, ADOT.

### **Overview of Presentation**

James Zumpf, ADOT began the Business and Development Focus Group by introducing the project team and allowing attendees to introduce themselves. Mr. Zumpf began the presentation by describing Arizona's potential statewide growth using a series of maps and graphics. Mr. Zumpf then explained the purpose of the focus group and described the Building a Quality Arizona (BQAZ) study, elaborating on elements such as: the study's guiding principles and objectives; the process, schedule and progress to date; and background information pertaining to growth projections. The community outreach element was also detailed. No questions were asked during the presentation.

### **Summary of Focus Group Discussion**

Heather Honsberger, HDR facilitated the Focus Group discussion. The following is a synopsis of questions, responses and major themes that emerged from the discussion.

#### *Questions:*

1. From your perspective, what are the regional environmental or conservation issues that the Regional Framework Study must address?

#### *Responses:*

- Wildlife and habitat
- Roadway corridors serve as barriers to wildlife movement
  - i. Address fragmentation of habitat
  - ii. Need to provide habitat connectivity
  - iii. Local wildlife corridors in path of development (e.g., elk crossings) – coordinate with land use planning
- Need to consider climate change; oil and influence on transportation systems
- Innovative approaches needed
- Implement standards for habitat sustainability
- Reduce idling emissions, especially during accidents
- Build accident investigation sites along roadways, advertise availability
- Restrict access points to HOV lanes
- Use alternative, recycled building materials from local sources
- Protect, preserve landscapes
- Address quality of visitor experience
- Heat island effects
- Safety use of road salt and effects on vegetation (e.g., ponderosa pine, yellowing)
  - i. Manage exotic species – do we have to use salt everywhere? Consult with environmental communities



2. Are there environmental and conservation plans currently underway that will or can impact future transportation facilities within the region?

*Responses:*

- Include National Forest Plan revisions
  - i. Identification of new wilderness areas into framework plan
- Conserve state trust lands (may need to be ballot issue)
- Arizona wildlife linkages assessment
- Looking at wildlife passage ways statewide
  - i. Arizona Game and Fish Conservation Priority Plan available June 2008
  - ii. Mapping tool for wildlife conservation priority
  - iii. Integrate into framework study
  - iv. GIS based tool available on website
- Grand Canyon National Park South Rim visitor transportation plan
  - i. Redistribute access from south to east entrance
- Integrate some of these management strategies into framework study

3. What regional urban growth/developments and economic changes do you see occurring in the next 50 years and how they might relate to environmental/conservation objectives? How should regional transportation planning address these issues?

*Responses:*

- Impact of increased freight movement along I-40, I-10 (through to Long Beach, CA)
- Multimodal and rail freight, toll roads
- Interface of freight to people movement
- Compounded need for truck parking
- Telecommuting
- Regional, multimodal public transportation
- Climate change influence on road paving materials
- Opportunity to retrofit existing roads with wildlife crossings (structures) – safety improvement benefits
- Road widening – opportunity to retrofit for pedestrians
- Increased use of grey water
- Incorporate transportation holistically with economic development
- More global approach to address sustainability over long term
- Increased xeriscape
- Carbon trading impacts
- Include flexibility in this plan to accommodate new technologies
- Overlay of scenic corridors
- Designate corridors to facilitate visitation to Grand Canyon to preserve unique attributes

4. Are there environmental/conservation issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?

*Responses:*

- Land use regulations and influence on development patterns – address in practical, meaningful ways
  - Preserve rights-of-way for transit
  - Extent of public land and pressures of growth:
    - i. Constrained opportunities
  - Small communities and interface/connectivity thru new routes
    - i. Better to create more dense network of smaller facilities
    - ii. Need fewer "big" roads to achieve better balance
  - Fire season and prescribed burns
  - Long range: how to transport/distribute essential services in view of oil dependency
  - Anticipate travel/mobility demands of future age cohorts
  - Interaction with land managers and tribal governments essential
  - Increased rail/freight traffic will require responsive infrastructure to mitigate impacts to communities (i.e., new grade separated crossings)
  - Should try to lead the nation in zero waste and lowered carbon footprint
  - Combine road and utility corridors to minimize impacts to forests
  - Alternative fuel use – incorporate into contracting strategies
  - Specifics: how will ADOT engage very early in environmental process-explicit strategy for early consultation
  - Preserve adequately sized travel corridors to contain wildlife resources
    - i. Potentially more applicable in private land scenario
5. Are there additional issues you believe that the Regional Framework Study should address specifically as it relates to the environment and conservation interests?

*Responses:*

- Maintain dark skies
- Include Federal environmental agencies on the Policy Committee
- Include dust control plans during construction
- Educate public on wildlife ecology
- Include recycling at rest areas
- Adopt a statewide policy that all new roads (local and freeway) be built with rubberized asphalt for noise mitigation
- Develop new rail corridors

### **Summary Points**

James Zumpf, ADOT concluded the Focus Group by thanking attendees for their participation and providing the BQAZ website and contact information for any future comments to be submitted.



**Adjourn**

Meeting Adjourned – 4:45 p.m.

Meeting summary notes produced by  
Heather Honsberger  
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## **Focus Group Summary Notes Multimodal/Commercial, Prescott**

Date Produced:	April 10, 2008
Meeting:	Multimodal/Commercial Transportation Focus Group – Northern Arizona
Date:	March 27, 2008 9:00 – 11:00 a.m.
Location:	Yavapai College, Prescott, Arizona
Purpose:	The purpose of the Multimodal/Commercial Transportation Focus Group was to provide a project overview and initiate an interactive discussion about local and regional transportation issues. Several questions were posed by a facilitator and attendees were able to express comments, concerns, issues and opinions in an open forum setting.

Participants:

- Ed Stillings, FHWA
- Jermaine Hannon, FHWA
- Lindsay Bell, Territorial Transit
- Jodi Rooney, CYMPO
- Debbie Wathagoma, Yavapai-Apache Nation
- Jim Horton, Yavapai College
- Steve Silvernale, Prescott Transit Authority
- Mike Willett, Yavapai County
- Chris Bridges, Yavapai County

Staff:

- Jim Zumpf, ADOT
- Larry Gibson, DMJM HARRIS
- Brent Cain, HDR
- Winsome Bowen, HDR
- Heather Honsberger, HDR
- Pamela Cecere, HDR

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.
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The Focus Group was called to order at 9:00 a.m. by James Zumpf, ADOT.





### **Overview of Presentation**

James Zumpf, ADOT began the Business and Development Focus Group by introducing the project team and allowing attendees to introduce themselves. Mr. Zumpf began the presentation by describing Arizona's potential statewide growth using a series of maps and graphics. Mr. Zumpf then explained the purpose of the focus group and described the Building a Quality Arizona (BQAZ) study, elaborating on elements such as: the study's guiding principles and objectives; the process, schedule and progress to date; and background information pertaining to growth projections. The community outreach element was also detailed. No questions were asked during the presentation.

### **Summary of Focus Group Discussion**

Heather Honsberger, HDR facilitated the Focus Group discussion. The following is a synopsis of questions, responses and major themes that emerged from the discussion.

#### *Questions:*

1. From your perspective, what are the regional multimodal and commercial transportation issues that the Regional Framework Study must address? Let's go around the table and have each of you provide your thoughts.

#### *Responses:*

- Water and population growth
  - Connecting land use and transportation planning
  - Existing conflict between providing good access with few major corridors
  - Need to create additional connections to Prescott via air
  - Air Quality – non attainment status
    - i. Dirt Roads, unplanned subdivisions, non attainment particulates
2. What transportation modes can share alignments and where should they do so within the region? What modes should operate in separate corridors, and where within the region?
    - Great Western Roads 350-ft. right-of-way with room for expansion
      - i. 2-3 lanes in each direction could be rail or HOV in median
      - ii. cost of rail is concern
    - Preservation of right of way for future alignments
      - i. Need to change ADOT DCR process to allow ROW preservation
    - Commercial rail/freight – a limitation in Prescott area
    - Quality of roadbed in vicinity of cement factories a limiting factor, especially where commercial trucks is desired mode to transport
    - Need rail-new line from Clarkdale
      - i. Potentially significant environmental impacts
    - Bike lanes in shared corridors; pedestrian transportation, to complement existing trail network
    - Coordinate rail/roadway crossings
  3. When you look to the future (2050 and beyond) what are the urban growth/developments, business, and global trends or other economic changes

that you see occurring and how should regional transportation planning address these issues?

- Yavapai College experiencing significant increase in on-line education
  - Supporting infrastructure - fiber optic to provide alternative source (electronic communication)
  - Life cycle cost analysis
    - i. Pavement design (for greater value over time)
    - ii. Adopt a long-term approach for more efficient asset management
    - iii. Current pavement design not supporting today's heavy truck traffic - install solid rock base
  - Experiencing an exponential increase in truck traffic
  - Airport expansion will create more local demand in central Yavapai County
  - Heavy air traffic from Emory Riddle
  - General aviation a huge economic development opportunity
  - Willingness to commute long distances, seeing more travel between communities
  - Environmental impacts of increased truck traffic
4. Are there transit options that can be developed or expanded within the region to serve future employment centers?
- CYMPO Transit study: looking at four alternatives, operation and administrative options
  - Terrain-mountain creates a great divide: Yavapai College addressing this through technology
  - ROW width to accommodate all modes and utilities, bus pullouts
  - Local arterials need to be "smart corridors"
  - Identify park-n-ride locations
  - Express bus service to outlying communities (connect the edges)
  - Workforce mobility (commuters from outside the area from residential areas)
  - Prescott Valley - Commercial expansion plans, more industrial areas/parks
  - Address use of larger vehicles in the area, low-floor vehicles don't work well
    - i. Address this in design of ancillary transportation facilities (for seniors, example)
  - Transit needs service and facilities expansion
    - ii. Smart card technology
  - Emory Riddle a significant research and development potential (security, engineering, aviation) huge economic engine
5. Are there multimodal/commercial transportation issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?
- Funding
  - Access control/management



- Conflicts between limited access vs. need for business to access commercial corridors. Balanced resolution of these conflicts
  - PPP- international business community
  - Education at the policy level- toll roads are based on user fee concept
  - Social policy education: balance local mindset with need for improved mobility and paying for it
  - Jurisdictional obstacles to providing comprehensive transportation
  - Land use and subdivision regulation
  - No road infrastructure required of developers
  - Impact fee structure - Set aside for services and infrastructure. Most acute in unincorporated areas
6. Are there additional issues you believe that the Regional Framework Study should address specifically as it relates to multimodal/commercial transportation interests?
- State land trust-moving more land to market
  - Project prioritization (FHWA uses the HERS ST model)
  - Status of critical needs list
  - Move AZ performance measures: can this be a starting point to help prioritize projects?
  - Expand capacity on all existing facilities (AZ Parkways), possible double decking

#### **Summary Points**

James Zumpf, ADOT concluded the Focus Group by thanking attendees for their participation and providing the BQAZ website and contact information for any future comments to be submitted.

#### **Adjourn**

Meeting Adjourned – 10:45 a.m.

Meeting summary notes produced by  
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## **Focus Group Summary Notes Business and Development, Prescott**

Date Produced:	April 10, 2008
Meeting:	Business and Development Focus Group – Northern Arizona
Date:	March 27, 2008 12:30 – 2:30pm
Location:	Yavapai College, Prescott, Arizona
Purpose:	The purpose of the Business and Development Focus Group was to provide a project overview and initiate an interactive discussion about local and regional economic issues. Several questions were posed by a facilitator and attendees were able to express comments, concerns, issues and opinions in an open forum setting.

Participants: David Maurer, Prescott Chamber of Commerce  
Jane Bristol, City of Prescott  
Casey Rooney, City of Cottonwood

Staff:

Jim Zumpf, ADOT  
Larry Gibson, DMJM HARRIS  
Brent Cain, HDR  
Winsome Bowen, HDR  
Heather Honsberger, HDR  
Pamela Cecere, HDR

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.
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The Focus Group was called to order at 12:30pm by James Zumpf, ADOT.

### **Overview of Presentation**

James Zumpf, ADOT began the Business and Development Focus Group by introducing the project team and allowing attendees to introduce themselves. Mr. Zumpf began the presentation by describing Arizona's potential statewide growth using a series of maps and graphics. Mr. Zumpf then explained the purpose of the focus group and described the Building a Quality Arizona (BQAZ) study, elaborating on elements such as: the study's guiding principles and objectives; the process, schedule and progress to date; and background information pertaining to growth projections. The community outreach element was also detailed. No questions were asked during the presentation.





### **Summary of Focus Group Discussion**

Heather Honsberger, HDR facilitated the Focus Group discussion. The following is a synopsis of questions, responses and major themes that emerged from the discussion.

#### *Questions:*

1. From your perspective, what are the regional business and development issues that the Regional Framework Study must address?

#### *Responses:*

- Future of SR 69, area is urbanizing, what is the future for this State Route
    - i. Safety concerns
    - ii. Need to improve route and make ready for businesses
    - iii. Access points – local vs. state control (possible partnership)
  - How to get through urbanizing "pockets" and break down barriers
  - Question about the maintenance of State Routes, and the process when municipalities take over
  - Develop partnerships between local governments and ADOT
    - i. Role of ADOT needs to be defined to ensure needs are met
    - ii. Consider ADOT route transfer
    - iii. Encourage ADOT and State Land to work together
  - Prescott is somewhat disadvantaged, 35 miles from I-17, need to address commute time
  - SR 260 is getting backed up
  - Need additional connections from Cottonwood to Camp Verde
  - Need solutions to connect to I-17
    - i. Consider bypass
  - Population in Verde Valley is increasing, and more growth is anticipated
  - State Route 89 is the only route to Prescott from north, been this way for 20 years
  - New scenic route may bring more congestion
  - Need to look for opportunities for other routes
2. Are there economic development plans (municipal, regional, Tribal, or private) currently underway that will or can impact future transportation facilities within the region?

#### *Responses:*

- Verde Valley/Cottonwood – Salt River Materials wants to double production
  - Up to 600 trips
  - Billion dollar investment
  - Looking at rail, bypass
- Willow Lake to airport – area of expansion
  - i. Industrial/commercial area – 15,000 acres
  - ii. Employment and truck traffic growing
- No rail existing in Prescott
  - i. Need rail to airport
- Need bypass to I-17





- i. I-40 is congested
- ii. Great Western Road/bypass is important to businesses

3. When you look to the future (2050 and beyond) what are the urban growth/developments, business, and global trends or other economic changes that you see occurring and how should regional transportation planning address these issues?

*Responses:*

- Optimistic about future of area
- Attractive/desirable area
- Population will be less than Phoenix and Tucson
- Future airport service will have non-stop flights to LAX (Horizon Air)
  - i. Believe this is the start of something big
- Improving connectivity to airport
- Trending toward entrepreneurs, baby boomers, and small business moving in
- See more small industrial parks
- Do not see corporate headquarters
- Could see a State university in this area by 2050
- Increase in telecommuting
- See this area as center for technology
- Aeronautics, computer and aviation industry, research and development need infrastructure to meet demand (Emory Riddle)

4. Identify the future major activity centers within the region that should be served by transportation facilities?

*Responses:*

- Satellite offices
- Small scale research and development institutes
- University can serve as major activity center
- Retires moving here - need health care (baby boomers are retiring)
- Possible sports facilities
  - i. Major League Baseball (spring training)
  - ii. Olympic training
- Land ownership – activity center growing (Chino Valley has land)
- Weekend traffic to activity centers
  - i. Movement issue
  - ii. Rail rather than freeway widening
- Airport and rail is a high priority

5. Are there alternative modes that can be developed or expanded to serve these planned activity centers?

*Responses:*

- Rail from Phoenix to Flagstaff, with a spur to Prescott
- Rail needs to be reliable (freight can interfere with passenger service)
- Need capacity to grow (infrastructure, etc.)



- Need to address tourism traffic
- Consider alternative funding mechanisms, such as public/private partnerships
  - i. Public entity owns
  - ii. Private pays for use responsible for debt/service
  - iii. Being done in Indiana, toll roads in Texas and New Jersey
- Need change of public policy to facilitate true partnering and more equal collaboration between the metropolitan areas and rural areas
- Federal funds are limited

6. Are there business/development issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?

*Responses:*

- Change has to happen on political/congressional level
- Yavapai County is divided by Mingus Mountain
  - i. Causes lots of trips for community
  - ii. Consider going through mountain (tunnel)
  - iii. Help bring community together
- Need park-n-ride
- Need better connectivity within county
- Scenic roads can enhance road, provide access for growth
  - i. Concern about road through Yarnell, back route to Surprise
  - ii. Concern about impacts of growth and more people using this route
- Need to accommodate tourism and potential impacts

### **Summary Points**

James Zumpf, ADOT concluded the Focus Group by thanking attendees for their participation and providing the BQAZ website and contact information for any future comments to be submitted.

### **Adjourn**

Meeting Adjourned – 2:00pm

Meeting summary notes produced by  
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## **Focus Group Summary Notes Environmental/Conservation, Prescott**

Date Produced:	April 10, 2008
Meeting:	Environmental/Conversation Interests Focus Group – Northern Arizona
Date:	March 27, 2008 3:00 – 5:00 p.m.
Location:	Yavapai College, Prescott, Arizona
Purpose:	The purpose of the Environmental/Conversation Interests Focus Group was to provide a project overview and initiate an interactive discussion about local and regional environmental and conversation issues. Several questions were posed by a facilitator and attendees were able to express comments, concerns, issues and opinions in an open forum setting.

Participants: Dan Campbell, The Nature Conservancy  
Mike Leonard, US Forest Service  
Cynthia Moody, US Forest Service  
Dee Hines, US Forest Service  
Sally Hess Samuelson, Prescott National Forest  
Kathy David, Montezuma Castle National Monument

Staff: Jim Zumpf, ADOT  
Larry Gibson, DMJM HARRIS  
Brent Cain, HDR  
Winsome Bowen, HDR  
Heather Honsberger, HDR  
Pamela Cecere, HDR

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The Focus Group was called to order at 3:00 p.m. by James Zumpf, ADOT.

### **Overview of Presentation**

James Zumpf, ADOT began the Business and Development Focus Group by introducing the project team and allowing attendees to introduce themselves. Mr. Zumpf began the presentation by describing Arizona's potential statewide growth using a series of maps and graphics. Mr. Zumpf then explained the purpose of the focus group and described the Building a Quality Arizona (BQAZ) study, elaborating on elements such as: the study's guiding principles and objectives; the process, schedule and progress to date; and background information pertaining to growth projections. The community outreach element was also detailed. No questions were asked during the presentation.

### **Summary of Focus Group Discussion**

Heather Honsberger, HDR facilitated the Focus Group discussion. The following is a synopsis of questions, responses and major themes that emerged from the discussion.

#### *Questions:*

1. From your perspective, what are the regional environmental or conservation issues that the Regional Framework Study must address? *Responses:*
  - Identify areas that are not suitable to development
    - i. Natural Infrastructure Plan is a new way to look at the state
  - Consider eco-regional planning
  - NAU-wildlife corridor study and grassland aquifer study
  - Put planning studies together – see best alternatives
  - Look at BLM studies
  - Include I-17 study in framework
  - Retaining open space
    - i. Developable vs. non-developable space
    - ii. Difficult to get right-of-way on private land
    - iii. Public land is not disposable - need to shift paradigm
  - Each National Forest areas needs Chief of Forest Service approval for new roads
  - Water issues
    - ii. Decision making is fragmented
    - iii. Critical to look at water availability
    - iv. Disconnect between water availability and planning and zoning
  
2. Are there environmental and conservation plans currently underway that will or can impact future transportation facilities within the region? *Responses:*
  - Forest Plan Revision
    - i. Coconino
    - ii. Prescott
  - Open space plan
    - i. Prescott
    - ii. Dells
    - iii. Hope to acquire public land in Dells areas
  - Verde Valley trails plan
  
3. What regional urban growth/developments and economic changes do you see occurring in the next 50 years and how they might relate to environmental/conservation objectives? How should regional transportation planning address these issues? *Responses:*
  - Capacity to sustain populations
    - v. Question uncontrolled growth
    - vi. NIMBY attitude
    - vii. Water issues
    - viii. Sustainability, quality of life, alternate modes



- What are other states and Mexico doing?
- Demographics – transportation needs to fit population
- Need plan for growth
- Apply comprehensive plans-statewide
- Where we locate transportation facilities will determine growth
- Recreational areas
  - i. Need to preserve vistas

4. Are there environmental/conservation issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?

*Responses:*

- Cultural resources
- Limited/unique habitats
  - i. Protect riparian habitat
- Forest Service and BLM control lands
- Roads near Forest Service land controls development
- Grasslands are significant
- Safety of elk and their travel along roadways an issue
  - ii. Need public education
  - iii. Need to accommodate for wildlife
- Invasive Plants
  - iv. Concerns about non native species
  - v. Non-native species could start fires
- Transportation plans should be compatible with the physical environment
- Need to mitigate existing infrastructure/facilities to accommodate environmental concerns, with the intention to ensure long term preservation
- Opportunity to expand, improve, and retrofit existing infrastructure
  - i. Fix as you go- less need to rebuild/replicate
- Consider alternatives to highways
  - i. Reduce carbon footprint
  - ii. Commuter train Phoenix to Tucson
- High capacity transit between Phoenix and Flagstaff
  - i. Improve local area circulation
  - ii. Addresses air quality
- Look at Iron Springs - historic rail lines
- Connector Nodes – options for transit when you get to destination
- Look at options besides building roads
  - i. Provide other choices
- Consider possibility of toll roads – we should be paying full value of gas, roads., etc.
- Verde River

5. Are there additional issues you believe that the Regional Framework Study should address specifically as it relates to the environment and conservation interests?

*Responses:*





- Applaud ADOT for looking at this scale

**Summary Points**

James Zumpf, ADOT concluded the Focus Group by thanking attendees for their participation and providing the BQAZ website and contact information for any future comments to be submitted.

**Adjourn**

Meeting Adjourned – 4:45 p.m.

Meeting summary notes produced by  
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## **Focus Group Summary Notes Multimodal/Commercial Transportation, Window Rock**

Date Produced:	April 10, 2008
Meeting:	Multimodal/Commercial Transportation Focus Group – Northern Arizona
Date:	April 3, 2008 9:00 – 11:00 a.m.
Location:	Navajo Nation Museum, Window Rock, Arizona
Purpose:	The purpose of the Multimodal/Commercial Transportation Focus Group was to provide a project overview and initiate an interactive discussion about local and regional transportation issues. Several questions were posed by a facilitator and attendees were able to express comments, concerns, issues and opinions in an open forum setting.

Participants: Leonard Pete, Apache County District I  
Grace Tracy, Apache County District III  
Ed Wilson, ADOT Holbrook District  
Marcus Tulley, Navajo Department of Transportation  
Zane James, Navajo Department of Transportation  
Joe Salt, Navajo Department of Transportation  
Thomas Bia  
Bobby Brown  
Andrew Benallie

Staff: Jim Zumpf, ADOT  
Bill Pedersen, ADOT  
Kee Yazzie, ADOT  
Larry Gibson, DMJM HARRIS  
Brent Cain, HDR  
Winsome Bowen, HDR  
Heather Honsberger, HDR  
Pamela Cecere, HDR

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The Focus Group was called to order at 9:25 a.m. by James Zumpf, ADOT.



### **Overview of Presentation**

Larry Gibson, DMJM HARRIS began the Business and Development Focus Group by introducing the project team and allowing attendees to introduce themselves. Mr. Gibson began the presentation by describing Arizona's potential statewide growth using a series of maps and graphics. Mr. Gibson then explained the purpose of the focus group and described the Building a Quality Arizona (BQAZ) study, elaborating on elements such as: the study's guiding principles and objectives; the process, schedule and progress to date; and background information pertaining to growth projections. The community outreach element was also detailed. No questions were asked during the presentation.

### **Summary of Focus Group Discussion**

Pam Cecere, HDR facilitated the Focus Group discussion. The following is a synopsis of questions, responses and major themes that emerged from the discussion.

#### *Questions:*

1. From your perspective, what are the regional multimodal and commercial transportation issues that the Regional Framework Study must address?

#### *Responses:*

- Concern regarding previous planning efforts focused on metro areas such as Phoenix
- Questions regarding funding in light of BIA cutbacks
- Multicultural/regional issues
- Need to consider horse and bike trails
- Concern that future travel on arterial roads will not be sufficient for demand
- Toll roads are not appropriate on the Navajo Nation
- Arizona needs to do more to capture buying power of Navajo Nation
  - i. Keep money in Arizona
  - ii. Residents of Navajo Nation travel mostly to Gallup, New Mexico to shop
  - iii. How do we keep consumer spending in Arizona?
- Need to improve existing State Routes and BIA routes, connect communities in rural areas
- Study more alternative modes
  - i. With rising price of gas; transit will be more popular
- Trust Lands: grazing permits can severely limit development
- Concerns regarding the system of land ownership and control
- Need new perspectives on use of Tribal lands
- Confluence of State land and Navajo Nation regulations are affecting land development
- Need more in-depth intergovernmental coordination between the State and Tribal governments on approach of new ways of land use/ownership policy-level initiative. It is needed to facilitate general infrastructure improvements
- Need local long-range comprehensive land planning
- Need strong leadership and continued experience among the agencies
- Construction reserves and materials are difficult to get to reach the needed areas



- ADOT and Navajo Nation need to coordinate further
  - Need to address right-of-way holdings: ten-year limitation on leases is a hindrance
  - Need agreement modification to extend land tenure—more long term
2. What transportation modes can share alignments and where should they do so within the region? What modes should operate in separate corridors, and where within the region?
- a. Need other types of transportation modes, include bike lanes
  - b. Need safety improvements—shoulders, more important to retrofit existing with safety improvements
  - c. Improve existing routes 160, 191, 89, 264—widen to four lanes
  - d. Need to accommodate the increasing truck traffic
  - e. Upgrade pavement—reduce wear and tear on pavement from heavy truck traffic
  - f. Need shoulder and lighting improvements
  - g. Traffic signals, intersection improvements (roundabouts), new bypass routes as alternatives to main streets into town
3. When you look to the future (2050 and beyond) what are the urban growth/developments, business, and global trends or other economic changes that you see occurring and how should regional transportation planning address these issues?
- New alternative modes for internal and external connectivity
  - Develop bus transit
  - Use rail along I-40 to connect to Farmington
  - Address improvements to private and county roads, needs community awareness to facilitate
  - Funding of road projects are not enough—has led to prioritizing routes: 264, 160, and 191 to deal with money
  - Transit is the most viable mode to connect to area freeways (bus transit and rail)
  - Must have a transit needs assessment plan
  - Need for intensive, long-term community education program
4. Are there transit options that can be developed or expanded within the region to serve future employment centers?
- Window Rock, Tuba City, Chinle, Page are the job growth areas
  - Casinos are being considered
  - Need transit connection for employment centers
  - Chinle is an area of major activity centers, including healthcare, education, and recreation.
5. Are there multimodal/commercial transportation issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?



- Difficult for tribe to look out to 2050, more immediate issues that are needed
  - Need to be prepared for new technologies
    - i. How do rural areas benefit?
    - ii. Consider charging stations for electric vehicles - example
  - Need an equitable distribution of new technology
  - Safety concerns for school children's transportation
    - i. School bus bays and pullouts on routes 264 and 160
    - ii. Long distances are traveled between Holbrook/I-40/Chinle (to educational institutions)
  - Maintenance is an immediate need
    - i. Passage difficult in winter
    - ii. Some roads are 50 years old
6. Are there additional issues you believe that the Regional Framework Study should address specifically as it relates to multimodal/commercial transportation interests?
- BIA needs to be involved in roadway discussions
  - Extend 191 to Utah: lane continuity and signage for consistency between BIA and State portions.
  - Funding for long-term maintenance, such as chip seal, quality of pavement
  - Additional Route (as noted on map) - State Route 77A
    - i. Preferred route to Phoenix/Flagstaff
  - Realignment form? better travel conditions (extend 77 to 264)

#### **Summary Points**

James Zumpf, ADOT concluded the Focus Group by thanking attendees for their participation and providing the BQAZ website and contact information for any future comments to be submitted.

#### **Adjourn**

Meeting Adjourned – 11:00 a.m.

Meeting summary notes produced by  
Heather Honsberger  
HDR  
602.522.4346/602.522.7707f  
Heather.Honsberger@hdrinc.com





## **Focus Group Summary Notes Business & Development, Window Rock**

Date Produced:	April 10, 2008
Meeting:	Business and Development Focus Group – Northern Arizona
Date:	April 3, 2008 12:30 – 2:30pm
Location:	Navajo Nation Museum, Window Rock, Arizona
Purpose:	The purpose of the Business and Development Focus Group was to provide a project overview and initiate an interactive discussion about local and regional economic issues. Several questions were posed by a facilitator and attendees were able to express comments, concerns, issues and opinions in an open forum setting.

Participants: Thomas H. Bia  
Leonard A. Pete, Apache County District I  
Lionel R. Shepherd  
Joe Salt, Navajo Department of Transportation  
Ray Yazzie

Staff:

Jim Zumpf, ADOT  
Bill Pedersen, ADOT  
Kee Yazzie, ADOT  
Larry Gibson, DMJM HARRIS  
Brent Cain, HDR  
Winsome Bowen, HDR  
Heather Honsberger, HDR  
Pamela Cecere, HDR

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.
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The Focus Group was called to order at 12:30pm by James Zumpf, ADOT.

### **Overview of Presentation**

James Zumpf, ADOT began the Business and Development Focus Group by introducing the project team and allowing attendees to introduce themselves. Mr. Zumpf began the presentation by describing Arizona's potential statewide growth using a series of maps and graphics. Mr. Zumpf then explained the purpose of the focus group and described the Building a Quality Arizona (BQAZ) study, elaborating on elements such as: the study's guiding principles and objectives; the process, schedule and progress to date; and background information pertaining to growth projections. The community outreach element was also detailed. No questions were asked during the presentation.



### **Summary of Focus Group Discussion**

Pam Cecere, HDR facilitated the Focus Group discussion. The following is a synopsis of questions, responses and major themes that emerged from the discussion.

#### *Questions:*

1. From your perspective, what are the regional business and development issues that the Regional Framework Study must address? Let's go around the table and have each of you provide your thoughts.

#### *Responses:*

- Questions regarding:
    - i. How are construction/maintenance costs addressed, what will the outcome of the plan be?
    - ii. What is going to be the driving force of the plan?
    - iii. How far are we looking?
    - iv. What is all this going to be used for?
  - Navajo Nation RTP addresses future growth (Celesta Norstock, NDOT has 43-year plan)
    - i. Outlines potential casinos and development areas
    - ii. Proposed casinos (local mining chapter looking at casinos) off Highway 89
  - Need improved connections between communities
  - Need to look at casinos, economic expansion, bringing the younger generation back to Navajo Nation
  - Concern regarding pollution from vehicles and human intervention to the environment; air, water, and land quality issues
  - Possibility that new technology (e.g., solar technology, cleaner burning) will help
    - i. Cleaner energy and development – need to be green
  - Little changes in Chinle since 1975, studies and plans end up on shelf and are not implemented
  - Need to deal with land and water issues (shallow water)
    - i. Where are people going to live and where is water coming from
  - Land is not available for development – too much red tape
  - Lease process is lengthy, deal with tribal sovereignty
  - Nation is unfamiliar how other communities work unless someone comes back and informs
2. Are there economic development plans (municipal, regional, Tribal, or private) currently underway that will or can impact future transportation facilities within the region?

#### *Responses:*

- Need viable, comprehensive plan in place
- Question regarding who establishes and pays for infrastructure
- Several 100's acres need to be planned/developed
- Pushing casinos and power plants are not going to change small communities
- Not sure if we can get serious about economic development
- Community members were not raised around economic development



- Need major re-education process that encourages self-reliance and economic stimulus
  - Question regarding what else besides casinos can be built to provide economic gains
  - Concern about younger people leaving the Navajo Nation
  - Need a place to start businesses
  - Develop business incentives/aid
  - Need to teach the community about economic development
  - Encourage law makers to do something
3. When you look to the future (2050 and beyond) what are the urban growth/developments, business, and global trends or other economic changes that you see occurring and how should regional transportation planning address these issues?

*Responses:*

- Want to see basic improvements in the quality of life by 2050
  - Address water availability and quality
  - Need to improve what we have, don't want to look like Phoenix
  - Want to keep the Nation beautiful and preserve for future generations
  - Do not want to grow tourism too much
    - ii. Keep what we have
    - iii. Concerned about impacts
    - iv. Protect Mother Earth
  - Questions regarding the lack of infrastructure and land and how to develop
  - Population moving to borders of community and State Highways/Interstates due to accessibility and mobility
  - Resort near Teec Nos Pos (Four Corners region) by private developer
  - Cities are land locked (like the Mesas)
  - Need financing for projects
  - Need more ADOT studies- money does not come to the Navajo Nation
  - Seems that only roads off of tribal lands are getting improvements
  - Navajo Nation needs to be a priority
  - Governor needs to have more conversations with Navajo Nation
  - Need to capture the money/economic potential/return of National Monuments and tourism
  - Have to fight the system to change, this is why young people leave
  - Young people want progress – need a balance between generations
4. Identify the future major activity centers within the region that should be served by transportation facilities?

*Responses:*

- Build casinos in existing communities
- Need to contain growth, focus growth around existing areas
- Potential casino development in Gallup, needs new traffic interchanges
- Ganado – shopping center/hotel planned
  - i. Roadway improvements need to be planned as well
- There is no planning for growth – how do you change that?
- Harsh winter driving conditions



- i. Student pickup in combination with land access – property ownership
  - Need to educate the community
  - Tribe passed the local government area plans – land use area zoning, land use, schools
  - Chapters can start their own planning
  - Mine at Black Mesa would need a new railroad to get hauls out
  - i. Difficult to get land
  - Concern about economic generators – need variety
5. Are there alternative modes that can be developed or expanded to serve these planned activity centers?

### *Responses*

- Group small communities together and hire a professional planner
  - Local planning needs assistance
  - Hands on training program for professionals
  - Technical assistance from Phoenix area
  - Develop local area land use plans
  - Railroad track through community and Hopi
  - State Highways: right-of-way, traffic study required,
    - i. Business responsible to pay for improvements; tribe typically pays for roadway improvements
  - Coordination issues with governments need to be worked out
6. Are there business/development issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?

### *Responses*

- Land is hard to get because of ancestry/ownership – family owned lands and grazing permits
- Eastern agency – checkerboard area seems to understand process, maybe because on border
- Road construction starts with local chapter
  - i. Agency road community then passes resolution
  - ii. Transportation community development committee – then prioritizes projects/BIA gives money
- Need to go to these groups, chapters and agencies
  - i. 110 chapters, 5 agencies
- The process of working through agencies and chapters takes time
- Need to improve air transportation
  - i. Longer airstrip in Chinle, Tuba City, Kayenta
  - ii. Need more FAA facilities
- Sacred land is an issue/challenge when building roads/development
  - i. Cultural sites, clearance takes time (survey/inventory)
  - ii. Archeological department/preservation
  - iii. Need to avoid sites
  - iv. Sacred trail road has several turns, ROW line can change
- Navajo-Hopi land dispute (Bennett Freeze) will soon be lifted – this will bring additional growth and development



7. How would you like to be involved as the process unfolds? And who else should be involved representing business/development interests?
  - Navajo Nation Economic Development Department – two (2) separate documents are available on future economic development and population growth (contact: Patricia Begay)
  - Coordinate with Virginia Yazzie (x6544) regarding economic development

**Summary Points**

James Zumpf, ADOT concluded the Focus Group by thanking attendees for their participation and providing the BQAZ website and contact information for any future comments to be submitted.

**Adjourn**

Meeting Adjourned – 2:30pm

Meeting summary notes produced by  
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## **Focus Group Summary Notes Environmental/Conservation, Window Rock**

Date Produced:	April 10, 2008
Meeting:	Environmental/Conversation Interests Focus Group – Northern Arizona
Date:	April 3, 2008 3:00 – 5:00 p.m.
Location:	Navajo Nation Museum, Window Rock, Arizona
Purpose:	The purpose of the Environmental/Conversation Interests Focus Group was to provide a project overview and initiate an interactive discussion about local and regional environmental and conversation issues. Several questions were posed by a facilitator and attendees were able to express comments, concerns, issues and opinions in an open forum setting.

Participants: Rita Whitehouse, Navajo Nation EPA  
Lorenzo Curly, Navajo Nation Council  
Zane James, Navajo Department of Transportation

Staff:  
Jim Zumpf, ADOT  
Bill Pedersen, ADOT  
Kee Yazzie, ADOT  
Larry Gibson, DMJM HARRIS  
Brent Cain, HDR  
Winsome Bowen, HDR  
Heather Honsberger, HDR  
Pamela Cecere, HDR

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The Focus Group was called to order at 3:00 p.m. by James Zumpf, ADOT.

### **Overview of Presentation**

James Zumpf, ADOT began the Business and Development Focus Group by introducing the project team and allowing attendees to introduce themselves. Larry Gibson, DMJM HARRIS began the presentation by describing Arizona's potential statewide growth using a series of maps and graphics. Mr. Gibson then explained the purpose of the focus group and described the Building a Quality Arizona (BQAZ) study, elaborating on elements such as: the study's guiding principles and objectives; the process, schedule and progress to date; and background information pertaining to growth projections. The community outreach element was also detailed. No questions were asked during the presentation.

### **Summary of Focus Group Discussion**

Pam Cecere, HDR facilitated the Focus Group discussion. The following is a synopsis of questions, responses and major themes that emerged from the discussion.

#### *Questions:*

1. From your perspective, what are the regional environmental or conservation issues that the Regional Framework Study must address? *Responses:*
  - Coal mines and slurries—searching for water is a problem
  - Opposition to power plants and mining
    - i. Air quality effects
  - Study should recognize tribal environmental laws and codes
    - i. Regulations and codes on [www.navajonationEPA.org](http://www.navajonationEPA.org)
  - Difficulties in implementing Best Management Practices—regulate engineer/coordination
    - i. Drainage issues and design of culverts
  - Issues with drought and overgrazing leading to erosion
  - Problems with overgrazing and grazing permits
    - i. owners are overstocked
    - ii. cattle are underfed as a result
  - No one is managing land use
  - Denuded vegetation becoming more common
  - Concerns during flooding
    - i. Sediment suspended in water, clogs drainage structures
    - ii. Structures are then nonfunctional
  - Multitude of dirt roads, need to consider impacts of travel routes, lack of controls
    - i. Dirt roads need erosion control
  - Erosion control programs needed in more locations
  - Need to control solid waste dumping
  - Need corrective mitigation programs
  - Need more cooperation between NDOT and BIA
2. Are there environmental and conservation plans currently underway that will or can impact future transportation facilities within the region?
  - Tom Morris is developing a water quality plan with Apache County
3. What regional urban growth/developments and economic changes do you see occurring in the next 50 years and how they might relate to environmental/conservation objectives? How should regional transportation planning address these issues?
  - Seeking economic development strategies
  - Funds being lost to border towns
    - i. Need additional money to sustain employment within Nation
  - Need adequate transportation to support
  - Challenge in appropriate rights-of-way—obstacles in red tape
  - Need more efficient business licensing procedures
  - Expect population will double
    - i. Question regarding where the population will be concentrated
  - Very little road construction from ADOT



- More construction of new roads will lead to growth
  - Need to minimize impact to cultural sites
  - Need to implement access controls to minimize erosion
  - Limited available funding for housing
  - Expect increase demands for access and pressures on natural resources, water quality
  - People may move closer to highways
    - i. Will lead to concentration of growth areas
  - Conflict between desire for economic development and desire to preserve land
4. Are there environmental/conservation issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?
- Community is an obstacle - are we creating our own obstacles to environmental preservation. Trash leads to degraded water quality
  - Need approved landfill on reservation with caps and seals for toxic waste (e.g., batteries regulations)
  - Concern about contamination
  - Source of implementation funding
  - Trash disposal—personal responsibility for individual residents
  - Expect modification of the Navajo Nation Clean Air Act
    - i. Terrain requires 4-wheel drive trucks, diesel vehicles
    - ii. How adaptable is the hybrid to this terrain?
  - Most residents have septic tanks with drain fields, instead of connecting to sewer system
  - Need funding to assist
  - Air quality concerns regarding idling vehicles at port of entries awaiting inspection
5. How would you like to be involved as the process unfolds? And who else should be involved representing environmental/conservation interests?
- Visit the Navajo Nation Fish & Wildlife website to get information on endangered species list([www.NavajoNationfishandwildlife.org](http://www.NavajoNationfishandwildlife.org))
  - Solid Waste, Community Developments, Navajo Nation EPA on website
    - i. Use employee listserv for Navajo Nation employees to notify employees about future events
    - ii. Transportation Council—TCDC

#### **Summary Points**

James Zumpf, ADOT concluded the Focus Group by thanking attendees for their participation and providing the BQAZ website and contact information for any future comments to be submitted.



**Adjourn**

Meeting Adjourned – 4:45 p.m.

Meeting summary notes produced by  
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## **Flagstaff Community Workshop Summary Notes**

Date Produced:	04/10/08
Meeting:	Northern Arizona - Community Event
Date:	March 26, 2008 6:00 – 8:00pm
Location:	Little America Hotel, Flagstaff, Arizona
Purpose:	The purpose of the Community Workshop was to provide a project overview and initiate an interactive discussion about the framework study and the future of the region in 2030 and 2050. Following the presentation, the meeting participants were divided into three smaller working groups. A facilitator and a technical team representative worked with meeting attendees to gather their comments, concerns, issues and opinions regarding the future of the state and the region. The comments were documented on flip chart notes and roll-plot maps. Following the small-group table activities, a representative from each table reported the top issues and ideas to all meeting participants.

**Participants:**

Mack Wilber, Tuba City Regional Health Care  
 Mike, Legacy Ranch  
 Trent Allen, Legacy Ranch  
 Clark Allen, Legacy Ranch  
 Craig Johnson, Bureau of Land Management  
 Carl H. Johnson, Aspen Gold Realty  
 Richard Jentzsch, City of Page  
 Norme Redish  
 Jim Confer, Chino Valley  
 Ward Davis  
 Chuck Howe  
 Debbie James  
 Chris Fetzer, NACOG  
 Ken Sweet, NACOG  
 Wade Carlisle, Holbrook City Council  
 Jeff Swan, City of Winslow  
 Jim McCarthy  
 Matt Ryan, Coconino County Supervisor  
 Betty & Earl Hoyt  
 John Booth, US Forest Service  
 Yewah Lau, US Forest Service  
 Judy Louks  
 Percy Deal, Apache County Supervisor  
 Glen Clark  
 Ron Pittman, RMEF  
 P. Walka, Guardian Medical Transport





Patrick McInnis, Guardian Medical Transport  
Glenn Cornwell, City of Williams  
Lindsay Daley, Coconino County Manager's Office  
Betsy McKellar, Friends of Walnut Canyon  
GW Lockwood  
George Wallace, ADOT  
David Wessel, City of Flagstaff  
Kim West, Lowell Observatory  
Frank Shupla, Hopi Tribe

Staff:

John Harper, ADOT  
Jim Zumpf, ADOT  
Rod Wigman, ADOT  
Larry Gibson, DMJM HARRIS  
Brent Cain, HDR  
Winsome Bowen, HDR  
Heather Honsberger, HDR  
Pamela Cecere, HDR

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The Community Event was called to order at 6:15 p.m. by Jim Zumpf, ADOT.

### **Overview of Presentation**

James Zumpf began the presentation by describing Arizona's potential statewide growth using a series of maps and graphics. Mr. Zumpf explained additional elements of the BQAZ program including guiding principles, framework objectives, process, population projections, community outreach, progress, information gathered thus far, and future steps. Mr. Zumpf then explained the objective of the community workshop and the overall Building a Quality Arizona (BQAZ) study. No questions were asked during the presentation. Mr. Zumpf turned the meeting over to Heather Honsberger, HDR, who explained format of the remainder of the meeting and the interactive activity.

### **Summary of Community Event Discussion**

The following is a summary of the major points that each table developed during the interactive activity of the community workshop.

#### **Table #1**

- Avoid Walnut Canyon
  - i. Congress may make Walnut Canyon National Park
- Preserve the Verde River, open space, the Chino aquifer, and natural resources
- Create wildlife friendly underpasses



- I-40 blocks crossings
- Place freight and passenger rail in existing freeway corridor (such as I-17)
- Run rail from Prescott to Phoenix through Williams to Grand Canyon, use existing rail parallel to I-40
- Need local circulators
- New River area needs alternate evacuation routes
- Improve all northern transportation routes from I-40 –north
- Extend 87 through 160
- Improve route from East Valley to Payson for recreational vehicle traffic

### **Table #2**

- Need another north/south highway from Holbrook to Phoenix
- Update state routes on Tribal communities
  - i. Make connections to existing paved roads
- Extend I-17 to Utah
- Do not build a highway through Walnut Canyon National Monument expansion
  - i. Cultural sites
  - ii. Pristine sites
  - iii. Wildlife
  - iv. Protect existing national monument
- Consider airport development costs
- Overlay tribal boundary on maps
- Balance different interests in plan
- Develop route to get to Grand Canyon - bypass Flagstaff
- Need coordination with ADOT and BIA – collaboration with mileposts and State Route numbers
- Develop light rail to Phoenix airport from Flagstaff
- Need a Payson bypass
- Need to develop another east/west highway (such as I-66)
- Need to look at growth north of I-40 (Page, Navajo County)
- Concerned about impacts to Lowell Observatory

### **Table #3**

- Need transit on I-17 from Phoenix to the Grand Canyon
- Need bypass around Flagstaff
  - i. Local traffic vs. regional traffic
  - ii. Effects on tourism
  - iii. Alternative truck route
- Flagstaff a regional hub for:
  - i. Air
  - ii. Rail
  - iii. Freight
- Light Rail Transit on I-40 west of Flagstaff to Las Vegas
- Need alternative routes
- Improve Route 89 North to Utah
- Need more exits into Flagstaff
- Need new sources to fund transportation improvements



**Summary Points**

James Zumpf, ADOT concluded the Community Workshop by thanking attendees for their participation and providing the BQAZ website and contact information for any future comments to be submitted.

**Adjourn**

Meeting Adjourned – 8:00 p.m.

Meeting summary notes produced by  
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## **Prescott Community Workshop Summary Notes**

Date Produced:	04/10/08
Meeting:	Northern Arizona - Community Event
Date:	March 27, 2008 6:00 – 8:00pm
Location:	Yavapai College, Prescott, Arizona
Purpose:	The purpose of the Community Workshop was to provide a project overview and initiate an interactive discussion about the framework study and the future of the region in 2030 and 2050. Following the presentation, the meeting participants were divided into three smaller working groups. A facilitator and a technical team representative worked with meeting attendees to gather their comments, concerns, issues and opinions regarding the future of the state and the region. The comments were documented on flip chart notes and roll-plot maps. Following the small-group table activities, a representative from each table reported the top issues and ideas to all meeting participants.

**Participants:**

Bill Feldmeyer, State Transportation Board  
Jodi Rooney, CYMPO  
Mike Johnson, APS  
June Ruth  
Gary Hansen, Kiva Architecture  
Ken Janecek, CableOne  
Jeanne Trupiano, CableOne  
Carol Springer, Yavapai County  
Mike Willett, Yavapai County  
Sandy Willett  
Sheri Lee, Arizona Commerce  
Craig McConnell, City of Prescott  
Alison Atwater, Save Bumble Bee  
Jermey Hassen  
Terri Lucontro  
Richard Hale  
Georgette Lockwood  
Jim Lockwood  
Thomas Slaback  
Mindy Schlinger  
Cindy Baels, Daily Courier  
Ed Schulz, Yavapai College  
Sal Morice  
Joanne Oellers, Center for Biological Diversity  
Robert I. Luzius



Staff:

Jim Zumpf, ADOT  
Bill Williams, ADOT  
Larry Gibson, DMJM HARRIS  
Brent Cain, HDR  
Winsome Bowen, HDR  
Heather Honsberger, HDR  
Pamela Cecere, HDR

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The Community Event was called to order at 6:15 p.m. by Jim Zumpf, ADOT.

### **Overview of Presentation**

James Zumpf began the presentation by describing Arizona's potential statewide growth using a series of maps and graphics. Mr. Zumpf explained additional elements of the BQAZ program including guiding principles, framework objectives, process, population projections, community outreach, progress, information gathered thus far, and future steps. Mr. Zumpf then explained the objective of the community workshop and the overall Building a Quality Arizona (BQAZ) study. No questions were asked during the presentation. Mr. Zumpf turned the meeting over to Heather Honsberger, HDR, who explained format of the remainder of the meeting and the interactive activity.

### **Summary of Community Event Discussion**

The following is a summary of the major points that each table developed during the interactive activity of the community workshop.

#### **Table #1**

- Toll at state borders-use money for interstate road
- Maximize existing roads before building new
- Connectivity to international terminals
- Utilize PPP to build infrastructure
- More consistent method of road planning – coordination with other agencies
- Connect I-17 to I-40
- Development new corridors (CYMPO)
- Place bridges on 89 for easier travel over terrain – Congress to Prescott, Wickenburg
- Multimodal user fees (tolls)
- Develop commuter rail and truck corridors using latest ITS technology
- Need right-of-way to accommodate parallel scenic corridors (bikes, recreation, wildlife)
- Create interconnected bike trails to forest areas

#### **Table #2**

- Utilize existing and new rail corridors as alternative to more roads





- i. Phoenix–Flagstaff
  - ii. Tucson
  - iii. Los Angeles
  - iv. North (Grand Canyon)
  - v. Airports (Prescott)
- Preserve wildlife corridors for habitat protection
- Create Arizona derived solutions
  - i. Innovation
  - ii. Local values
  - iii. Rural culture
  - iv. Natural areas
- Create communities/development that includes the following:
  - i. Walk
  - ii. Work
  - iii. Transit (rail, bus)
  - iv. Air
- Plan for economic development
- Maintain high air quality in area

### **Table #3**

- Develop light rail – Tucson to Flagstaff
- Need Bypass to I-40 (Great Western Road)
- Bypass around Mingus Mountain or tunnel
- Address habitat and ecological continuity
  - i. Pronghorn
  - ii. elk
- Protect Verde River corridor Chino Valley Deep Well Ranch
  - i. Big Chino Valley
  - ii. 69 and Mingus Mountain
- Need light rail in Verde Valley, Prescott, Payson, Wickenburg
- Do not dissect views
- Think of ways to travel outside of the automobile
- Need affordable commuter trips (air) from Prescott to other cities
- Look at quality of life and sustainability
- Look at implementing east/west trains

### **Summary Points**

James Zumpf, ADOT concluded the Community Workshop by thanking attendees for their participation and providing the BQAZ website and contact information for any future comments to be submitted.



**Adjourn**

Meeting Adjourned – 8:00 p.m.

Meeting summary notes produced by  
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Heather.Honsberger@hdrinc.com



## **Window Rock Community Workshop Summary Notes**

Date Produced:	04/10/08
Meeting:	Northern Arizona - Community Event
Date:	April 3, 2008 6:00 – 8:00pm
Location:	Navajo Nation Museum, Window Rock, Arizona
Purpose:	The purpose of the Community Workshop was to provide a project overview and initiate an interactive discussion about the framework study and the future of the region in 2030 and 2050. Following the presentation, the meeting participants worked with the study team to identify their comments, concerns, issues and opinions regarding the future of the state and the region. The comments were documented on flip chart notes and roll-plot maps.

**Participants:**

Mack Wilbert, Tuba City Regional Health Care  
Anne Worthington, Hubbell Trading Post NHS, NPS  
Hernel Shovdu, Hubbell Trading Post  
Gene Kumanque, Hopi Tribe  
Marcus Tulley, Navajo Department of Transportation

**Staff:**

Jim Zumpf, ADOT  
Bill Pedersen, ADOT  
Kee Yazzie, ADOT  
Larry Gibson, DMJM HARRIS  
Brent Cain, HDR  
Winsome Bowen, HDR  
Heather Honsberger, HDR  
Pamela Cecere, HDR

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The Community Event was called to order at 6:15 p.m. by Jim Zumpf, ADOT.

### **Overview of Presentation**

James Zumpf began the presentation by describing Arizona's potential statewide growth using a series of maps and graphics. Mr. Zumpf explained additional elements of the BQAZ program including guiding principles, framework objectives, process, population projections, community outreach, progress, information gathered thus far, and future steps. Mr. Zumpf then explained the objective of the community



workshop and the overall Building a Quality Arizona (BQAZ) study. No questions were asked during the presentation. Mr. Zumpf turned the meeting over the Heather Honsberger, HDR, who explained format of the remainder of the meeting and the interactive activity.

### **Summary of Community Event Discussion**

The following is a summary of the major points the table developed during the interactive activity of the community workshop.

- Need to coordinate ADOT and AMTRAK for possible commuter rail
- Need alternative transportation from rural areas to towns
  - i. Flagstaff and Albuquerque are used primarily for shopping
- Need additional north-south connections
- Need high-speed train to Phoenix and Flagstaff
  - i. Consider frequency and availability of night service
- Provide alternative transportation modes for those who don't have cars
- Concerns about at grade crossings (i.e., safety and delays)
  - i. Causes congestion and conflicts between cars and train
- Need nodes to connect to stations
- Need to connect roads through residential areas
- Need more busses
  - i. Tuba City to Flagstaff, Window Rock
  - ii. Tuba City to Page
- Need additional bus stops, pull outs, and time schedules
- Need additional coordination between agencies
- Pave and improve existing roads/connections
- Lifting of the Bennett Freeze will allow more development in Tuba City
- Need connections to hospital in Tuba City
- New wind farm near Cameron could spur economic development
- Look at extending I-17 to Page and into Utah
- Need to improve 191, 260, 264, 77A for safety
- Need additional connectivity east-west
- Land ownership
  - i. Federal government holds in trust
  - ii. 1 acre to reside/10 acres to graze
  - iii. Development goes thru local and main government
  - iv. 1 person can stop development
  - v. Navajo Nation manages water rights
- Airports are regional nodes of activity
  - i. Kayenta Airport serve as alternative to Flagstaff
- Consider Intelligent Transportation Systems
- Coordinate with scenic by-ways

### **Summary Points**

Brent Cain, HDR concluded the Community Workshop by thanking attendees for their participation and providing the BQAZ website and contact information for any future comments to be submitted.



**Adjourn**

Meeting Adjourned – 8:00 p.m.

Meeting summary notes produced by  
Heather Honsberger  
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# Northern Arizona Framework Study Stakeholder Interviews Summary Report





**Thursday, February 14, 2008  
Flagstaff, Arizona  
Northern Arizona Framework Study  
Stakeholder Interviews**

**Name: Dale Wegner**

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**Agency/Organization: Coconino County**

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1) What are some of the local and regional issues this project must address in your opinion?

Grown rapidly 2% per year and the County is far behind on road system. Now have 800 miles of dirt road; 15,000 people who travel on unpaved roads. Need to develop paved collector roads, which will incur large costs. Many roads – falling behind on maintenance, even some roads of regional significance. Several programmed projects have been pushed out, because of lack of funds.

County partners with ADOT and city on projects – corridor study on WYONA Road for a bypass route for 89 from I-40, which appears feasible. This would impact the traffic in front of the mall, where traffic counts are significant.

Looking at a bypass on west – A1 route; potentially an alternative that may be closer in. Need some redundancy to augment the multitude of single routes. Need a grid system as much as can be accommodated.

Maintenance, Reconstruction and new routes over the long term. Continued pressure from Navajo Nation to provide greater maintenance. Navajo DOT had promised \$\$ to help fund projects, but none forthcoming.

Old Route 66 – maintenance issues. Need to reconstruct the segment that the County maintains just west of Flagstaff.

Issues with private roads – no maintenance, but in times of inclement weather, there are several community complaints.

2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

Big impact on economic development, especially to accommodate the high tourist traffic, and to encourage return visitors. First impression probably not really good, especially with the roads to Grand Canyon. Camp Navajo development – Forest Services – attempt to work out an exchange, otherwise if not used for military service would revert to the Forest Service. Developer agreement in progress. May be on hold. 99 year lease presents an obstacle to redevelopment of this site.



Interchange that leads to Camp Navajo – any developments? A couple of mobile home parks scheduled a housing development on hold. All residential to be on north south, perhaps some employee housing on south side. Perhaps an additional interchange to the west to service mainly the new businesses going in on south side. These businesses are industrial type - bio-mass plant, large warehouse type storage, multimodal trucking facility. Perhaps some wood-related industry to take advantage of the forested areas nearby.

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?  
Flagstaff will continue to grow; most of the private developable land will be developed. There are some Forest Service exchanges – continually trading land off to get away from the urban development boundary. Sales of State Lands, particularly in areas to the southwest. Will continue to see residential spread east and west.

Navajos are looking at casino, 1M sq ft of shopping – major plans for development. Casino around Camp Navajo – Haiute Indians – did a feasibility study – unclear as to the status of this. Navajos moving towards supporting casinos, in contrast to earlier positions. Twin Arrows Interchange vicinity. Going through the Navajo political process.

Along I-40 corridor will continue to see development continue; perhaps along the 264 corridor, long term. However, water is an issue and wells are very deep.

4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?

Always have environmental issues that need to be addressed with any road project in this sensitive area – animal crossings.

Lack of rest areas poses a challenge. Had to close down the one close to town. Getting a lot of garbage along freeway locations. Maintenance funding for these stops becoming a challenge. A potential environmental impact.

5) Are there environmental concerns you would like to express?

Wildlife – whatever is built needs to be eco-friendly and sustainable. Forest Service will have some challenge maintaining this balance.

6) What other groups, agencies, organizations, or individuals do you recommended we include in our outreach efforts for Northern Arizona?

Focus group – include the Grand Canyon Trust. Dale to get a contact to the study team.

7) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should



know about? Any current discussions with private or public sector that you are able to share with us?

Towns Wynona Study to be wrapped up about middle of April. Will get draft information to the study group. ADOT has several studies underway. Tolling on the Interstate? Would be a way to capture some revenue. But unlikely that state highways would be tolled.

New subdivision around Valley, next to the Airport. Some lots set up to accommodate a hanger on lots (along Route 64).





**Thursday, February 14, 2008  
Flagstaff, Arizona  
Northern Arizona Framework Study  
Stakeholder Interviews**

**Name: Cynthia Moody**

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**Agency/Organization: US Forest Service, Engineering Mines and Minerals  
(Easements, ROW)**

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1) What are some of the local and regional issues this project must address in your opinion?

No transportation issues that affect us directly. Majority of travel on forest roads is recreation driven. State hwy's bring most people into the county. Adequate, even for long term.

2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

We need more in the area in general, but for the Forest Service specifically, doesn't really relate to them. ADOT system. Doesn't foresee an issue unless the county was to improve all their unimproved roads.

Forest facilities are limited and they have reached capacity. Doesn't see more people coming if they are at capacity. Not getting more funds to create more campgrounds, therefore not an issue.

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

Possibly exchanging land with Suncor to build 2400 homes in the Prescott region and Verde Valley

4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?

Some fatal flaws in study that looked at I-17. Verde River- trying to cross the River anywhere is a fatal flaw – it is an eligible Wild and Scenic resource. Also impacts to species in the area. Any approach to the Verde River would constitute a fatal environmental flaw.

5) Are there environmental concerns you would like to express?





Have good working relationship with ADOT – sensitive along the Verde River and any species – caution – anything proposed there. Expansion to the west to 89 is good. DOT NEPA studies vs. FHWA NEPA process could become an issue – caution in working through the FHWA environmental process, which is more stringent than the local process.

6) What other groups, agencies, organizations, or individuals do you recommended we include in our outreach efforts for Northern Arizona?

7) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should know about? Any current discussions with private or public sector that you are able to share with us?

Prescott National Forest – include Mike Leonard [mikeleonard@fs.fed.us](mailto:mikeleonard@fs.fed.us) 928-443-8211



**Thursday, February 14, 2008  
Flagstaff, Arizona  
Northern Arizona Framework Study  
Stakeholder Interviews**

**Name: Steven Latoski**

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**Agency/Organization: Mohave County Public Works**

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1) What are some of the local and regional issues this project must address in your opinion?

Needs driven by development in the County. Don't have luxury of developing CIPs. Connectivity of roadways driven by subdivision developments, whose regulations don't require significant roadway improvements. Need parallel county facilities to be developed to take a load of the state highway system.

Regional profile for western AZ region – some county projects need to be done to improve level of service on the state facilities.

On rural highways – ability of emergency services to respond to accidents; development of alternate routes; coordination between local and state agencies for emergency response.

2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

Improved facilities are backbone of residential development that is continuing to grow in Mohave County. Need greater mobility and accessibility – connectivity to the state highway system. County roadways operate at good LOS with close to free-flow speeds until you get to the city centers.

Bypass bridge – becoming feasible in terms of travel times that the northwest areas of Mohave County – viable mobility options for the bedroom communities of Las Vegas. Important to maintain transportation network into these communities – multi-lane arterials needed. Access to US 93 to Las Vegas. Would also require improvements to state highway system – perhaps a new interchange.

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

See increased transit service – there are impressive plans for master planned communities in Mohave County. In the future – sees a need for transportation alternatives for these residents in these master planned communities to travel to work. These communities are distant from Mohave County's cities. At this time, the road network is sufficient, but looking long-term, there will be a demand for alternative travel modes and demand for long-distance travel.



Growth trends along I-40 corridor from Kingman west to Lake Havasu City for commercial. Industrial areas now in their infancy, though the Kingman Industrial park is progressing in its development. The Kingman Airport is a resource that could become even more valuable over time.

Griffith Road interchange area has attracted some big-box retailers such as Wal-Mart's Distribution Center. Freight railroad runs along I-40 – real potential for future development of industrial uses that use railroad and air for transport, in addition to truck traffic.

County contemplating a regional airport, more centrally located, west of Kingman, north and east of Lake Havasu City. Current facilities are not large enough to handle significant air traffic for a commercial airport.

4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?

Jurisdictional interests and coordination needs to be achieved to address these long-term transportation needs. Coordination with various cities, Indian tribes, State Lands and BLM. Obstacles on environmental side –some BLM parcels are designated areas of critical environmental concern especially in the western Mohave areas. Tribe is engaged in proactive planning for their transportation needs. Need seamless development to create a more statewide and comprehensive transportation framework.

More acute flaws – environmental constraints.

Economic – County's shortcomings in administering impact fees to engage in proactive planning of these roadways, in coordination with the developments – to undertake their fare share. Don't have a mechanism to determine, assess and collect impact fees.

#### **Funding is an issue – looking for some innovative funding mechanisms.**

5) Are there environmental concerns you would like to express?  
None specifically.

6) What other groups, agencies, organizations, or individuals do you recommended we include in our outreach efforts for Northern Arizona?

Include P&Z staff on focus groups, etc. Fort Mohave Indian Tribe – undertaking a long range transportation plan specific to the needs of the tribe.

7) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should know about? Any current discussions with private or public sector that you are able to share with us?



Master planned developments – Mohave County P&Z Dept maintains database, oversees GP and any changes required by the master planned communities. Available on the P&Z website Christine Ballard. Call her. Look at the Mohave County web page and the home page for the P&Z. Or planning Manager Karl Taylor at the same number on the website. Also check with Kevin Davidson.



**Thursday, February 14, 2008  
Flagstaff, Arizona  
Northern Arizona Framework Study  
Stakeholder Interviews**

**Name: David Darger, Dean Cooke**

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**Agency/Organization: Colorado City**

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1) What are some of the local and regional issues this project must address in your opinion?

State Highway and how we connect with surrounding cities/towns: Commerce and various transportation needs – Flagstaff – does team have any knowledge of long-term improvements. As area grows that connection to center part of state, such as Flagstaff will become more heavily used – must be addressed – connectivity among all cities.

Local level – what new routes from St. George east to accommodate Coconino County, areas of southern Utah and Flagstaff area, route over the Kaibab. Much traffic gets generated from southern Utah. Coconino County is connected to St George – connectivity between states must be considered.

Hwy 59 to HW 389 needs to be a 4-lane hwy in Utah. UDOT study? Team to verify. Instead of widening these, perhaps use the money to build more desirable route. Investment in new routes more beneficial. Seen as a Coconino and Mojave County growth issue. Needs thought.

Tremendous growth plan in Southern Utah? Yes, in St George area. Need to look at this in concert with land use, given the limited availability of developable land. Important geographic and interstate mobility linkages.

Creation of new routes more important: Discussed earlier – Mojave County/I-66. Also the north-south corridor AKA TransAmerican Hwy, from Edmonton Canada to Guatemala City in Central America (same as CANAMEX corridor?) Link from St George to Colorado City.

Need completion of connection between Kingman Road (5 or 8 miles) Mojave County Road – an important mobility link between N AZ and Eastern Utah.

East-west Road from Hwy 389 will by default become a major collector street in these areas.

Local road today called Airport Ave from AZ 389 west about 16 blocks to the Municipal airport – that's important to facilitate multimodal transportation. Airport Ave is on southern edge of the town. It needs to be a projected growth area; it's a direct link from the State Hwy to the Airport, which serves the region. It's also a





backup airport from Kanab. The Airport can become more usable over time, so access is important.

Emergency services prefer this as a node of regional emergency activity. Could be more important over St George, although this scenario could change.

Southern activity to connect to Toroweap south near Grand Canyon mostly for entertainment/recreation. These roads are mostly difficult to traverse, perhaps another option, in addition to the existing 2-lane dirt roads.

Mining industry: opening about 2 uranium mines – they're kicking in gear again. Influence on transportation? Company with contract is based in Colorado City, so heavy truck traffic is important, for haulage or uranium ore through Fredonia, across Utah northeast.

2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

Mines are important; as the industry grows will have heavy impact. Various businesses in the area need improved truck routes for delivery. Truck traffic hauling xxx through Page has increased 75% in last 5-6 years. Construction industry – trailers; tourism industry. Need improved transportation to bring more tourists to the area to support economic development – Pereshon Grand Canyon National Monument, designated by Pres Clinton through Executive Order. Local BLM with Park Service have done much work on this.

Discussion of a Pereshon guided tour out of the airport. This would impact emergency services – police, fire, medical especially with increased traffic.

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

Urban growth – seeing some interest in residential subdivisions currently. Expect need for commercial growth to support it. See general area. Mostly single-family lots, some areas set apart for commercial. Sprawling subdivisions popping. Some subdivisions do have planning for schools. Currently there are several K through 12 public schools, and some private schools. Assume moderate residential growth.

If more water were available, it could change this scenario. Town is experiencing more diverse type of population – people from outside the area – mostly middle-aged, not retirees. Areas outside City limits creating an additional workload on police dept – seen higher crime rate. Foresee need for additional social services.

Characteristic of the region: been a destination for people escaping other crowded urban areas, seeking a quieter – across all age groups.

4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?



Obstacle – surrounded by much federal land that is protected area. Economic constraint – how are these projects funded in sparsely populated area.

Water is another concern.

5) Are there environmental concerns you would like to express?

If 389 widened, some environmental sites that would have to be mitigated to facilitate. No environmental concern w mining.

6) What other groups, agencies, organizations, or individuals do you recommended we include in our outreach efforts for Northern Arizona?

UDOT, National Park Service, BLM, FAA, Paiute Indians 389 goes through the reservation, Forest Service (Kaibab area). St George has invested much \$\$ in their transportation studies. Hurricane City is another one – sure they've done studies looking at alternatives.

7) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should know about? Any current discussions with private or public sector that you are able to share with us?

Airport Master plan is underway 20-year plan; will be updating projections for facilities infrastructure. Ready for partial distribution perhaps in July. Traffic and Transportation study 1993. General Plan Update was done by HDR in 2002. Contact David Darger for this info. GP calls for an alternate transportation route – but city not sure about supporting this. Although it's an option, it's a southern oriented corridor, though secondary.



**Thursday, February 14, 2008  
Flagstaff, Arizona  
Northern Arizona Framework Study  
Stakeholder Interviews**

**Name: Mark Landsiedel**

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**Agency/Organization: City of Flagstaff**

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1) What are some of the local and regional issues this project must address in your opinion?

I-17 – big one re: economic dev, ability of northern AZ to thrive. Safety is a big issue – aware that ADOT in process of looking at this

Just finished runway extension; RFP out – actively negotiating deals with some air carriers. Within next 6 or so months should have a second or third air carrier; looking at LA, Phx, mostly passenger service. Gore drives frequently to Phx; Mesa Air is not reliable – cancelled flights, old aircraft.

Upgrades to I-40 is important. Looking through FMPO of 89 bypass out of east side of mall. Could be big. Also a US 180 bypass, which still needs to be examined. I-40 and Lonetree Road – SE corner, just east of the Coconino Community College) much development in that area Juniper Point 1800 homes will need better access (located on south side of Freeway). Juniper Point called for a plan amendment completed over one year ago, taking another year to get the TND zoning.

Bellagio – currently fallen through – was going to be 4,000 units, but the transportation infrastructure demands were enormous. Now revised to 800 units as allowed by existing zoning. Large lot (1-acre+ single family residential).

Need alternative N-S to Milton. Currently interstates just dead end into city streets – similar in Flagstaff. This puts much pressure on Milton Road. Need route transfers to local communities. Flagstaff supportive of these routes, but there is a financial concern.

Route transfers: majority of major arterials now owned by ADOT. About 7 years ago half signals on City system half on ADOT. Now that City has taken over many will have 65% of the signals – integration is a big concern. Attempt to signalize communities is a major concern. At-grade crossings with RR 100-140 trains per day – require that signals need to be reset. Signal progression is a challenge in these areas. Looking at another grade-separated crossing at Lonetree, to "T" into Route 66 and move from Butler where it is today.



2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

Urban growth issue is big – community surrounded by national forest – regional plan calls for greater densification of land use- want redevelopment, TND with 6-12 units to acre, which will put pressure on transportation infrastructure.

Economic – much frustration with people who come in via I-17 onto Milton and perceive the traffic congestion problem. A 3-mile commute would take 12 minutes, therefore much is perception, which is that traffic. How to handle travel demand to change the image of the city.

Freight – Purina is a major distribution center – product comes in on rail and truck throughout the Southwest. Walgreens has a major distribution center. Flagstaff seen as a major distribution center hub. This has been dampened by what has unfolded at the airport. Not much of freight service through the airport.

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

Flagstaff has some of highest housing prices in the country. Trying to affect the cost of housing, to make it more affordable. City has a land trust – using city owned property to leverage more affordable housing working with private sector, long-term ground leases. Taking cost of land out of cost of housing unit. Have about 200 units in progress not yet built.

Nice bio-tech sector with Gore. Machine Solutions about 7 or 8 years old is another. Flagstaff needs to grow. University to capitalize on – city partnering much with the University on infrastructure and intellectual property. Business incubator in progress – should be well used with abundant clients. NAU faculty to use this.

Densification is being pushed. Underutilized properties on Route 66 has many old hotels that are good redevelopment sites. City has several programs to attract potential investors.

4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?

Surrounded by forest lands is huge constraint. Economic – small community. City now uses 100% of HERF funds into maintenance, and supplementing that with General Fund Money. Ties into the route transfers – general maintenance – means city would have to absorb \$300K per year. Funding of these programs a big challenge.

5) Are there environmental concerns you would like to express?

I-17 and wildlife movement – a big concern locally and up above the Rim – large elk on roadways. Wildland fire is the biggest threat. Forest and Park Service working on





thinning and other mitigation strategies, practices. Whatever the solution, transportation is a huge key – see many trucks carrying huge timbers on to the Interstate.

On the Northern Rim, 41% of existing biomass is suitable for thinning. Problem? What do we do with this? Burn it for electricity, but as these options evolve will cause big transportation concern

6) What other groups, agencies, organizations, or individuals do you recommended we include in our outreach efforts for Northern Arizona?

Gore should be on list of stakeholders, as well as the Airport John Lauher – airport manager. Rich Bowen of NAU (right hand to the president, Dr. Hagar).

Purina; Walgreens. Dave Wessel, Jim Cronk – Planning and Development Services Director

7) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should know about? Any current discussions with private or public sector that you are able to share with us?

Aquatic Center being built – Forest Street. Talking about potential to reconstruct the bridges on Forest Street – need to be wider and longer, to remove bottlenecks.

NAU Sports Complex – Rich Bowen of NAU (right hand to the president, Dr. Hagar) is a good source of the details. NAU has many substandard facilities. NAU wants to build a 6800 seat basketball and community facility next to the dome, which would be renovated. Close to the Lonetree Road traffic interchange. Attempt to pull regional events. City doesn't have many concert venues – NAU can accommodate these large types of events with the sports complex.





**Thursday, February 14, 2008  
Flagstaff, Arizona  
Northern Arizona Framework Study  
Stakeholder Interviews**

**Name: Tom Corrigan**

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**Agency/Organization: Town of Fredonia**

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1) What are some of the local and regional issues this project must address in your opinion?

Questions from Council: ADOT did Hwy 389 – resurfacing, turn lanes (in the 5-yr plan); consultant firm ran into some problems halfway through the construction, and the firm was told to leave. The project is unfinished. City told by local ADOT that it would be finished. Because of this junction of 389 and 89A floods. Jim will contact the District and get back to Tom.

89A needs to be upgraded. Developer community has walked out because of state of this roadway. Local/regional issues are hampering growth in the smaller communities.

2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

If we don't have the improvements – AZ Dept of Commerce – tells them companies are looking for opportunities – limited highway access and accommodation for larger truck traffic. With no local property tax in Fredonia, there is ample space for commercial and industrial development, but not good opportunities for commercial truck routes.

This area is No. 1 uranium mining location in the US. Trucks are going up to Blanding, UT and have to go directly through Fredonia, but on appropriate sized and built roadways.

Hampering business growth.

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

Fredonia is in a boom. St George UT 75 miles from them listed as the fastest growing town over 100,000 in the nation. People being pushed to the east, going to bypass Colorado City, and come to Fredonia. Coconino County assessments are up 40% in value. Infrastructure in Fredonia cannot keep pace with the growth.



Water and electricity about 30 to 40% cheaper than in Utah. Now has full sewer system. Town has done much for infrastructure. But Commercial truck routes are critical to accommodating this growth.

4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?

Environmental – native American ruins, but not adjacent to highways. Fredonia works very well with the tribes. Three projects \$6.2M water project ongoing. Two years ago, Town turned everything on 389 and 89A to commercial (rezoned to commercial).. Fredonia has the worst dam – falling apart that abuts the highway 89A flood retaining structure. With major rainstorm the dam floods the highway 50 and 100-year flood. Did an assessment of the dam, confirmed that the dam is desperately in need of major repair. Working on the engineering and planning up to July – construction to start in one year. Town has some grants to assist with this repair.

Access off 89A to Utah – need more turn lanes, and safety improvements, for commercial driveway access. Along northern section of 89A is the State's only working asphalt refinery and mixing plant. Just dismantled about 20% of it for rebuilding. On a 5-10 year plan to develop/expand. Supplies mix and asphalt road base – only one in the region.

5) Are there environmental concerns you would like to express?

Kanab Creek, adjacent to 89A from Utah to Colorado Fredonia is working on a program to remove the tamarind trees, because they soak up large amounts of water daily.

6) What other groups, agencies, organizations, or individuals do you recommend we include in our outreach efforts for Northern Arizona?

Brent Mackelprang, town council member oversees roads and development, and runs the refinery  
[brentm@fredonia.net](mailto:brentm@fredonia.net);

7) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should know about? Any current discussions with private or public sector that you are able to share with us?

Have extensive building 148 homes on 89A on hold because of lack of accessibility to highway. Kaibab Haiute Indians putting in 40 homes. Town has started paperwork to annex area from town borders to reservation, to take over more parts of 89A. Town plans to start developing this area along 389 – put it in 10-year plan for miscellaneous roadway and drainage improvements.



**Thursday, February 14, 2008  
Flagstaff, Arizona  
Northern Arizona Framework Study  
Stakeholder Interviews**

**Name: Bo Thomas, City Mgr; Steve Scott, Planning Dept; Bill Justice - Mayor**

**Agency/Organization: City of Page**

1) What are some of the local and regional issues this project must address in your opinion?

Based on traffic in the area, safe travel is an issue because of the "remoteness" – long distance, high speed travel. Once they arrive in Page. Challenge – to slow down the traffic once it gets within the city limits. Costs for accident/incident management along the highway are unbearable for the City. Page is on the "last frontier" distant from other municipalities, therefore relying on the extreme traveler from Phoenix. Looking to attract more Phx and local tourists and visitors. Much of their tourism is from out-of State or International. Two-lane road between Flagstaff and Page limiting ability to attract. Interest in Utah on 89 corridor to make it a dual lane highway system – an item for the two states to work on.

Houseboat industry – need traffic signals to accommodate these boats. Traffic circles are being looked at as alternative but at great cost – 1-2M\$ to slow down the traffic. Need ADOT's \$\$ assistance to fund this accommodation – this is a big industry in Page – movement of houseboats to lakes and to the state highways. Not much of a facility to moor them on the lake. Height and width – vertical clearance issues.

Rest area resolution: going to take care of itself. IMAX theatre development is imminent. City in discussions with the developer to create a larger visitor center with museum. With that, the rest area issue likely to go away.

2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

Safety improvement an important concern. Long distance transport heavy through the area. Have a lot of transport traffic – have over 13,000 enplanements at the airport – a tourist passenger hub. 2007 at the airport Great Lakes had over 5300 enplanements, Westland – over 7000, American Aviation – 12,400, Grand Canyon air – 2900 enplanements. This is a significant increase since 9-11. Community's tourist traffic is coming back to pre 9-11 levels. Page is gateway to significant recreation resources.

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?



Page itself has not experienced the exponential growth experienced in the rest of the state, but is just now starting to see that type of growth – over next 5 years – could see 530 new residential homes. On a more regional perspective – resort going in close to the city's north – 35 miles – Almond geary- high end resort to cater to top 1% income people in the world, selling as seclusion experience. This resort facility that will be in southern Utah has no lake access, so depending on the Lake's level – if they do go to Antelope Point Marina could go down Hwy 89. Expect to see more Lear jets and other private planes at the airport, so airport expansion will become important. Resort hotel, villas and privately-owned residences. Hope to be open in spring 2009.

4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?

Bridge over the river gorge on Hwy 89 – needs widening and reconstruction. Access is an issue – number of access points within the City limits. Local tourist attraction called Horseshoe Bend (a bend in the Colorado River Gorge) – driveway access from Hwy 89.

5) Are there environmental concerns you would like to express?

None. Only constraint is the bridge – to accommodate a 16' houseboat being pulled over, with pedestrians on each side – tourists looking at the dam, river and lake – houseboat travel stops traffic until the houseboat clears the area. Carl Hayden Visitor Center run by Bureau of Reclamation that sits by west side of bridge with a parking lot – this is used by visitors – could, over the 2030-2050 timeframe require an upgrade to the area to provide expanded visitor facilities including parking and other amenities, should this area become noted as a local attraction.

6) What other groups, agencies, organizations, or individuals do you recommended we include in our outreach efforts for Northern Arizona?

National Park Service, Bureau of Reclamation, Bureau of Land Management, Page Unified School District – bus transportation is huge in this district – travel long distances.

7) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should know about? Any current discussions with private or public sector that you are able to share with us?





**Wednesday, February 19, 2008  
Prescott, Arizona  
Northern Arizona Framework Study  
Stakeholder Interviews**

**Name: Tim Costello – Public Works Director; Douglas Bartosh – City  
Manager**

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**Agency/Organization: City of Cottonwood**

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1) What are some of the local and regional issues this project must address in your opinion?

Congestion: like to have high levels of service. Cottonwood's no. 1 issue – hwy 260 – access management. Needs to be four lanes. Congestion – through traffic, local traffic, weekday and weekend. Mostly local commuters, local commerce, freight traffic. Mining product – aggregate – cement plant generate significant truck traffic – some conflicts with local traffic. Growth steady over the past decade – about 5% annually – mostly commercial growth, less of the tourist-related. Cottonwood is a commercial hub, medical center, shopping outlets. Expect to remain the retail center of the Verde Valley with the extension of commercial growth north on 89A and south on 260. Though Sedona has impressive tourist trade, as well as Jerome, Cottonwood doesn't enjoy that kind of tourist traffic. Cottonwood is host to significant work force housing. Also professionals have offices in Cottonwood and live in Sedona.

Major transportation improvements desirable over long term 50 years: 260 is a problem now; 89A long term would probably need to be widened.

Two major intersections where 89A and 260 meet; and 89A/bypass that takes traffic around Cottonwood – appear to be at capacity.

Envision near term: 260 needs to upgrade to 4-lane, longer term – 6 lanes; 89A – long term – would need 6 lanes through Cottonwood, more than one would 6 lanes bypassing Cottonwood.

Tunnel beneath Mingus Mountain. Create another major intersection at 89A and Cornville as the area builds out with more commercial, residential.

Slag pile left over from the mining industry – could take 15-20 years to remove depending on demand for the process material. Would need truck traffic – 5-10 trucks per day to move this material. Phelps Dodge doesn't own any land in Cottonwood, really focused in Clarkdale and Jerome.

Intent to create connection between Flagstaff and the Verde Valley. Cottonwood has transit system – dozen small buses, fixed route system, small circulator connecting Sedona to Cottonwood. NAIPTA and Cottonwood merging to provide transit for





Flagstaff, NAU and the Sedona area. Ridership trends growing aggressively annually. Run by the City – CAT Cottonwood Area Transit.

City developing a network of non-motorized trails. Healthy bicycle network exists in sections that the planning department is working on putting together.

Interstates: Concern with I-17 needs to be 8 lanes to south; 6 lanes to the north. Accidents can cause whole day events to clear/manage. Freight movement west-east seems to be a regional issue of significance. Appears to be an opportunity to divert some of this to rail. Prepare for possible growth of port in California, new Yuma border crossing.

Long-term demand for commuter rail from Cottonwood to the north – appears to be viable.

2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

Transportation/land use relationship – tied to location of private land proximate to interchanges has been the traditional pattern. This may be breaking down now, to the extent that the interstates may not be able to facilitate mobility as efficiently.

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

NE Corner of 89A and Cornville Road – expect 185 acres of commercial and about 2200 housing units anticipated, although on somewhat slowdown. This is described as one-third the new growth in housing. Infill, done by two developers – one commercial, one residential.

Economy based on commercial and retail, services, built up around the recent housing boom although this is beginning to fall off. Many small building contractors, whose business has also slowed. May see more residential growth, if not directly in Cottonwood, at least in the vicinity, which would influence the transportation service.

Cottonwood pop – 12,000, yet the greater Verde Valley pop estimated at 35,000 so much going on around the City, though not directly within the City.

Huge part of the latest influx is retirees. Need for medical services and retirees housing.

4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?

5) Are there environmental concerns you would like to express?



Verde Valley has strong environmentally sensitive interest groups; wildlife considerations – conflicts with vehicles, protection of habitat. Concerns over crossings over the Verde River – Fish and Wildlife service.

Water Quality not much of an issue, related mostly to sediments; water quantity is an issue.

Visual impact concerns relative to new Verde River crossings.

Forest is close by and surrounds the City. But there is plenty of developable private lands to 2050, or State Trust Lands (10 or 11 sq miles) – which is traversed by 89A. A concept for regional jetport has been discussed on and off.

6) What other groups, agencies, organizations, or individuals do you recommend we include in our outreach efforts for Northern Arizona?

Important to note: Northern Arizona Intergovernmental Public Transportation Association NAIPTA.

Verde Valley Transportation Planning Organization meets every other month – elected officials and staffs of the Verde Valley Communities – with aim to update plans and lobby for funds.

Cottonwood Chamber, Economic Development Committee, Old Town Association Casey Rooney – Economic Development Director 634-5505 – can put us in touch with most of these organizations. Verde Valley Cyclists Coalition – Todd Lang.



**Wednesday, February 19, 2008  
Prescott Arizona  
Northern Arizona Framework Study  
Stakeholder Interviews**

**Name: John O'Brien, Eric Levitt, Alison Zelms, Mike Rabor, Charles Mosley**

**Agency/Organization: City of Sedona**

1) What are some of the local and regional issues this project must address in your opinion?

Moving traffic that is passing through the community – need an alternative route. This would require regional cooperation. This would raise environmental concerns. Transit – interconnection of various community transit systems to promote regional transit system to address commuter needs – in the immediate future – bus mode, but in long term – rail transit especially to serve tourists into the area. Have a big commuter need throughout the Verde Valley. Need alternative connections between Sedona, Flagstaff. Sedona's airport can handle only the commute private planes. Flagstaff better to handle more significant air traffic.

2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

Increased telecommuting will decrease need for employees to engage in traditional trips to work. Year-round population about 12,000+. During tourist peak periods – perhaps a doubling of population to 25,000. Two-thirds of the workforce lives in outlying communities., because of lack of affordable work-force housing. Live in Cottonwood, Camp Verde, Village of Oak Creek, Flagstaff, Clarkdale, outlying areas of Verde Valley. Majority from Cottonwood, Camp Verde, Montezuma Rock area.

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

Several projects proposed going through the process – commercial, mixed use, lodging, cultural park, retail in Uptown Sedona. Probably build out in 2020 - 2030, since Sedona is surrounded by forest. 80% built out on commercial and 70% on residential, approximate current densities to maximum allowable. Sedona tourist traffic focused on Southern California, Vegas, Phoenix, Chicago somewhat. Fair amount of international tourists, but not the majority.

Just getting into redevelopment, looking at priority areas – looking at some of the commercial areas such as west Sedona close to 89A/179A. Intend to foster mixed use, increase walkability, public space, and community character areas.

Sedona is the slowest growing in the Verde Valley region. Need to be cognizant of that. Sedona has much more finite land area, not much more large (5-acre) lots



remaining in Sedona. Expect to see more people building out vacant lots to accommodate retirees. Average age is 50 years, but has been dropping slowly. Getting younger families moving in to the City.

4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?

5) Are there environmental concerns you would like to express?

Expansion of 89A, and any alternative route would present issues to city because of the limited right-of-way – visual impacts, impacts to Oak Creek. Wildlife corridors on all sides of Sedona. Spotted owl in Canyon. Viewsheds – an important potential impact. Surrounded by Federal Land and National Forest. City is very conscious of this National Forest environment.

Oak Creek is a designated waterway. Any transportation improvements that could impact this would be more highly scrutinized than the forest issues.

Water distribution may be an issue.

6) What other groups, agencies, organizations, or individuals do you recommend we include in our outreach efforts for Northern Arizona?

Citizens for an Alternative Route – School Board, Keep Sedona Beautiful, Sustainable Arizona, Chamber, (all have websites). Economic planner – Jodi Falardo 203-5040. Verde Valley Economic, Ed Zelinsky, Los Abogados, Enchantment Resort. Sedona Historical Society. Sedona Main Street. Sedona Verde Valley Board of Realtors. Sedona Fire District. Northern Arizona Intergovernmental Public Transportation Authority NAIPTA – Google for website.

7) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should know about? Any current discussions with private or public sector that you are able to share with us?

Everything on website. Verde Valley Regional Land Use plan – obtainable through Yavapai County





**Wednesday February 19, 2008  
Prescott Valley  
Northern Arizona Framework Study  
Stakeholder Interviews**

**Name: Harry Holmes Interim City Clerk, City Planning; Glen Cornwell**

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**Agency/Organization: City of Williams**

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1) What are some of the local and regional issues this project must address in your opinion?

All to do with interchange improvements in next 2-5 years – Garland Prairie Interchange (168) Hwy 64 (165, Grand Canyon Blvd (163) – all may need to be expanded. GP in conjunction with the Grand Canyon major theme park proposed in the area within the city limits toward the east of town. Hwy 64 – in response to another proposed theme park (about 300 acres+ working with the county to form a tax district – Grand Canyon Northland Amusements and Entertainment GCNAE.com Casey Buitenhuis. Their major access would be Garland Prairie Int.). Hospitality – GCNAE may also have some hospitality, just to east of ADOT facility – 164-acre parcel – owner may put in hospitality and condo mixed use – all in concept and discussion at this stage. Thrust of theme parks to lengthen the stay of average visitor to the Canyon (about 75% international tourist traffic).

At Grand Canyon – major entrance into town with heaviest traffic. Downtown development expected, business park on frontage road to east of Grand Canyon park. All in 2-5 year time frame.

Not aware of any major issues with BNSF. Have Amtrak facilities but they are located in an isolated and desolate depot, located about 6 miles east of the City in midst of forested areas, with small dirt roads for access. All at-grade crossings. May have future conflicts with these at-grade crossings. Residential community just west of town on north side of I-40 around the golf course vicinity.

2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

Theme Parks, 480 acres of proposed mixed-use Arizona Land and Ranches – developer in escrow to purchase; 3-D theatre; business park for frontage to be built on north side of I-40 from exit 163 east to airport road to connect with developing commercial area at the airport. Possibility of Yavapai land exchange – great potential. Railroad Museum planning to come to Williams – working on getting land and funding – perhaps another 3+ years. Many new subdivisions in the planning stage – 1/3 acre+ custom homes. Very little affordable housing at present. Escalante – 280 lots south and west of town – same owner of 160-acre of proposed hospitality venue east of town. Growth has been slowed by the housing market





downtown. High inventory of these kinds of large lot subdivisions, which he believes will eventually build out. In boom years (2005) saw 10+ permits per month.

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

These projects will increase tourist traffic, and increase demand for local workforce that would in turn spur business activity. Work force housing is needed. Council began to realize the need about a year ago and talk about it. City doesn't have the resources to develop this kind of housing, thus left to the private developers. Proposed 120-unit apartment complex – no engineering drawings yet, but obtained rezoning for the parcel. Probably awaiting resurgence in the economy, at the right time. These projects – if all come into being – this will put the city near its service capacity for roads, sewer, water, electrical.

Little remaining private developable land – most of this area is surrounded by publicly owned land. City now negotiating for water well sites east of town – getting permission to tap the water and owner agreements for City purchase of the well sites. Working on trying to get that permission to tap this capacity increase. Note: the geology is highly suitable, but in private ownership.

4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?

Water; wells; land ownership as noted above. Need an improved collector road network to handle the intra-city traffic if the city realizes the anticipated growth. Now have two one-way streets forming a loop into town – portions of these streets have diagonal parking. Sometimes a problem with truck traffic exiting from interchanges. Need to create traffic diversions around the downtown area – perhaps a local frontage road bypass, to keep the pass-through traffic out of downtown, particularly the trucks. Need to segregate the local commercial traffic from the local street system.

City envisions that all development will be done by private developers. Thus city growth could be flawed if don't find right mix of private developers. Limited city funds could be a fatal flaw on projects not funded by developers.

5) Are there environmental concerns you would like to express?

Water availability, water quality (possible pollution). City building a waste-water treatment plant that will greatly increase capacity and provide treated effluent that can be used for golf course irrigation, and reduce the effluent runoff into local creeks. Includes more holding ponds for storage.

Have some cougars and other wildlife in the area. Tourist traffic not prepared for it – some conflict there. 64 traffic study need to take this into consideration. Need to address international travel conflicts – better and clearer signage to remind international tourists to facilitate wayfinding.



6) What other groups, agencies, organizations, or individuals do you recommended we include in our outreach efforts for Northern Arizona?

Chamber – on City Donna Eastman Liddle, President; Chamber's Economic Development Committee. Send the City drafts of meeting invites so they can send to Council.

Chamber's Main Street Committee

7) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should know about? Any current discussions with private or public sector that you are able to share with us?

Marketability of "second home" lots where the houses are not built, but the lots are sold for "spec" homes. General Plan updated 2003.

GIS – County – ask for local city information – remind them of the existing IGA so this information is available to us



**Wednesday, February 19, 2008**  
**Prescott Arizona**  
**Northern Arizona Framework Study**  
**Stakeholder Interviews**

**Name: Jim Binick, Brenda Man-Fletcher**

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**Agency/Organization: Town of Jerome**

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1) What are some of the local and regional issues this project must address in your opinion?

Regional transportation is key to economic engine, every aspect of Town life. Condition and future planning of 89A has direct bearing on the Town's longevity. Tourism is foundation of the town's economy. Construction and MOT are critical to maintaining this economic lifeblood – minor roadway repairs or issues can have significant impact on daily revenues.

Keeping the town's historic designation intact takes continuous ongoing effort. State Hwy runs into town, but in that segment is badly in need of repair and upgrade. It's the town's lifeblood and a common liability to ADOT and the town. Accommodating recreational vehicles, for example, is a challenge – roadway is extremely substandard. . People coming from all over the US and other places to live in Jerome for its uniqueness. Don't see this appeal dissipating. Since Phelps Dodge has been acquired and don't know what the new owner will do with this resource, this is potential opportunity for private development. But the road has to be addressed. If the environment were right, could sell about 1,000 homes, although on rugged terrain, views are spectacular.

Town contemplating annexation of about 400 acres between Jerome and Clarkdale. Community is split –want to annex and half don't. In Clarkdale rumor exists that if Jerome doesn't annex, they will take it over and build oversized homes, which could affect Jerome's uniqueness and character.

Town is about a square mile in size, surrounded by a massive private holding of mining county land, all in the County.

Dilemma: Jerome's marketing hook is the historic character. If it's changed, this would affect Jerome's marketability. Tourist market heavily related to Sedona market. Annual 1-3 million tourists.

Underserved for sanitary sewer for public restrooms to accommodate visitor traffic. As much as Jerome plays a key role in the state's tourism industry, Jerome feels the resource allocation has been greatly inadequate.

Visitor parking is an issue. Phelps-Dodge planning to build a parking lot. Always an issue for commercial business owners, restaurants, and residents.



2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

89A – to bring this up to current standards, would require condemnation. Can it be bifurcated, make the existing a one-way facility and create a new roadway into town. Don't see Jerome functioning in next 30-40 years. Fire Department, emergency services needs improved access.

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

Talk to State Parks if there are future plans for the Douglas Mansion (located in the proposed annexation) but accessed through Jerome and 89A.

4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?

At bottom of hill of 260 at roundabout toward Clarkdale, see if Jerome would qualify for funding in an experimental program at this location to install a device to measure the length of a vehicle, so that if a driver ignores a sign with size limitations, there is a warning issued to either avoid the roadway, and to also tie into the town's police dispatch station to intercept the vehicle.

Terrain is a natural limitation to growth of business (tourism) opportunities. Another environmental is water. Town uses gravity springs rather than wells. Town working to get CDBG funds to install a new water storage tank. Phelps Dodge will lease property to the town to install the storage tank. Fire suppression is another critical concern.

Utility and infrastructure reinforcement: 89A is a primary utility corridor. All utilities under the roadway, since there is no utility shoulder. These utilities are also about 80 years old, past their design life.

5) Are there environmental concerns you would like to express?

Javalinas. Entire town is a cultural resource. Yavapai-Prescott tribe wants to make sure that no cultural survey is needed for future work. Balance is necessary – don't assume that a cultural resource issue will kill a development project.

6) What other groups, agencies, organizations, or individuals do you recommend we include in our outreach efforts for Northern Arizona?

Jerome Historical Society, Jerome Chamber of Commerce, Verde Valley Tourism Council (gearing up for tourism campaigns in Germany and Japan).

7) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should



know about? Any current discussions with private or public sector that you are able to share with us?

Hotel Jerome – building owned by the town. Want to convert to affordable housing could accommodate 20 modest-sized apartments.

Town hall building – floor above that building – received funding from Yavapai-Apache to renovate these spaces to accommodate a nurse, perhaps or a satellite law office; art studios for rent.

Fire station could be dedicated to emergency services, and the current police station could be rented out for a commercial use.

CDBG project – between Town Hall and Haunted Hamburger want to replace worn out sidewalk, and utilities (water and sewer lines). Construction will present a traffic nightmare for MOT.

Call Brenda Man-Fletcher 928-634-7943 e-mail – [manager@tojaz.us](mailto:manager@tojaz.us) for any additional background information, reports, and studies (for Pam). Jeanne Trupiano – planner – call her on Brenda's phone number for additional information.





**Wednesday, February 19, 2008  
Prescott, Arizona  
Northern Arizona Framework Study  
Stakeholder Interviews**

**Name: Vicky Stinson**

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**Agency/Organization: National Park Service**

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1) What are some of the local and regional issues this project must address in your opinion?

Housing affects the park. Have had discussions with NAIPTA to understand how they intend to grow with service through Coconino County. There are limited areas in the park to accommodate staff, service providers and concessioners in the park. There are staff that live and work in Flagstaff and commute to the park. Look for opportunities to minimize travel to the Park. What are opportunities for access for those who live remotely from the park, and can these opportunities be expanded to visitors. Overnight visitors to Grand Canyon – look at locations of lodging facilities – look at how people get to the park – attract 4.5 million visitors annually who travel long distances and need alternative transportation modes.

Look at possibilities for alternative transportation and opportunities for real-time information – dynamic message signage and other ITS/transportation information systems.

2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

Plan that the park has developed proposes to look at ways to further mitigate long waits at south entrance station – currently building a bypass lane to be used for residents and park employees and shuttle buses. One of the strategies is to encourage visitors to use 89 and enter the park via Cameron, which will help disperse visitation on 64 as it runs through the Park or Desert View Drive which will alleviate some pressure on the Grand Canyon Village. Potential to have socio-economic benefit, also.

Anticipate fewer safety risks. More people out of their cars and onto public transportation, avoids conflicts/interface between pedestrians and drivers in the park. Better visitor experience. Stays might be longer, if occupants use transit. Alternative modes definitely of interest to the park. Extended multi-use trails from the park to Tusayan – would be good to see improved bicycle access. Believe that there is latent demand for bicycling that could be realized if these trails were developed.

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?



4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?

No "fatal flaws" however, a 4-lane highway on 180 would be of concern.

5) Are there environmental concerns you would like to express?

Cultural Resources and natural resources, as usual. Archaeological sites. Wildlife crossings

6) What other groups, agencies, organizations, or individuals do you recommend we include in our outreach efforts for Northern Arizona?

NAIPTA, Tusayan Chamber of Commerce, Grand Canyon Chamber of Commerce, Grand Canyon Trust (headquarters in Flagstaff)

7) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should know about? Any current discussions with private or public sector that you are able to share with us?

Overflight plan is underway – that would address sound, air quality, visual impacts from aircraft.



**Wednesday, February 19, 2008**  
**Prescott, Arizona**  
**Northern Arizona Framework Study**  
**Stakeholder Interviews**

**Name: Chris Moss**

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**Agency/Organization: Yavapai-Prescott Tribe**

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1) What are some of the local and regional issues this project must address in your opinion?

Efficiency in use of the highways and other statewide resources. Served by city streets – question of funding. Arizona Dept of Commerce pushing the growth – encouraging growth – combine that with regional water issues, limitations on water, combine with funding sources and the way it works for Indian tribes and it appears irrational. Dept of Commerce seems to have a mission that is out of sync with these issues, which are typically under funded. Dept of commerce needs to talk to other folks – League of Cities, Economic Development to have a more holistic approach. Much of the growth is driven by in-migration driven by "escape" from problems in other states. Moved into retirement areas, driven up the cost of housing for locals, who are now priced out of the marketplace. This scenario appears to be encouraged. Can we have this growth paid for by some kind of income tax?

Tribe is involved in economic enterprises – shopping center, gaming, although the land resources are limited, but the tribe is in a good strategic location. 1400 acres, about 250 population, third or fourth largest employer in this part of the County.

Water is not much of concern for the tribe, but the immigration is of concern. For this tribe, water is not for agricultural purposes, but for municipal use. Tribe is a water customer to the City of Prescott, but also has water rights. Tribe is in good shape in terms of services, working with the highway. Children are bused to area wide parochial, private schools – no school on the reservation.

Airport shuttles are used to commute to Phoenix, where there is most travel demand. No planned residential growth on the reservation. 3% growth rate. Most live on the reservation.

Tribe's goal is to match the business enterprises to match the returns from gaming. Tribe takes care of roadway maintenance themselves. Roadway condition is a problem – funding from the federal government – deferred maintenance. Residential areas west of Hwy 89.

5) Are there environmental concerns you would like to express?

Air quality – mostly indoor air quality is what the tribe deals with mostly. Water quality will be an issue. Wildlife – deer, mountain lion, coyotes, roadrunners. Not



sure about 'Endangered Species'. Tribe gets several grants from the EPA. Attempting to get some "treatment of state".

Cultural Dept has identified areas for gathering on the reservation. Not aware of off-reservation resources.

6) What other groups, agencies, organizations, or individuals do you recommend we include in our outreach efforts for Northern Arizona?

Ernest Jones, Sr. President, Yavapai-Prescott Tribe – official contact

7) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should know about? Any current discussions with private or public sector that you are able to share with us? 76 homes on the reservation.



**Wednesday, February 19, 2008**  
**Prescott Arizona**  
**Northern Arizona Framework Study**  
**Stakeholder Interviews**

**Name: Harry Parsi**

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**Agency/Organization: Wickenburg**

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1) What are some of the local and regional issues this project must address in your opinion?

In process of expanding in all directions for annexation to ensure that the quality of life will be sustained. Need bus routes, more choices for alternative public transportation, including taxis. There is a bus route from Wickenburg to Surprise mostly for seniors. Need more comprehensive bus service.

2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

Subdivision (M3) 2500 lots including Golf Course, fire and water tank, other utilities, located northeast of Wickenburg to be annexed, this will almost double the population. Located at 93N at fork, on the right side. This will cause greater demand for travel, and if its not met will affect economic and social life. Calamity Ranch – 20,000 acres off Highway 60.

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

At least double or more in population size, occurring mostly northeast and south.

4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?

Expansion and annexation will bring challenge to provide utilities, water and wastewater, roadways. This along with insufficient funding will become a future obstacle.

5) Are there environmental concerns you would like to express?

None, though most of the roads are not paved, it hasn't been much of a problem. Not much manufacturing to cause a problem at this time. However, if the town attracts manufacturing facilities and population, then environmental factors would be a factor.

6) What other groups, agencies, organizations, or individuals do you recommend we include in our outreach efforts for Northern Arizona?





Chamber of Commerce, local ADOT, Planning Department, Calamity Ranch  
Subdivision developed by Mr. Mike Pierce 602-840-2490.

7) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should know about? Any current discussions with private or public sector that you are able to share with us?

Land Use plan dictates the kind of development. There is a lack of commercial activities. Hope that future population growth will attract commercial activity. Dr. Miles Johnson would be able to provide more information.



**Wednesday, February 20, 2008  
Prescott, Arizona  
Northern Arizona Framework Study  
Stakeholder Interviews**

**Name: Gloria Gray, Public Works Director**

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**Agency/Organization: Dewey-Humboldt**

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1) What are some of the local and regional issues this project must address in your opinion?

Congestion and capacity of roads inadequate. Increased population is putting a strain; would like to see light rail to connect Flagstaff, Phoenix, Prescott. Although not on the local radar of awareness, Gloria would like to see this considered. Not sure about Payson. Need to handle daily direct traffic between Prescott and Phoenix. Need alternative roadway routes as well. A tie up on major roadways, I-17 and 69 leads to area wide congestion. City of Prescott has a small bus system and a privately-operated shuttle

Most of the weekend traffic is recreational, year round. Sunday afternoon I-17 sees about 30,000 directional traffic.

2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

Small town with rural roads hindrance to long-term economic stability. Retirees moving in, as well as higher income from the Carolinas. Leading to a demographic profile of locals, retirees and new more affluent residents. No real seasonal workers, but seasonal residents – summer homes.

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

We are going to expand more; current elected officials want to remain the same, but Gloria feels the area is going to experience expansion to the boundaries. If we get Hwy 69 – Young's Farm (about 380 acres perhaps up to 420 acres of mixed use) developed that would lead to major increase in demand. Current electeds want to maintain a 2-acre minimum parcels; developer's request for higher density has been rejected. Feels that it may well come back again before Council. (Still in negotiation)

4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?



Water is always an issue. Terrain is an obstacle. Local fish and Wildlife groups are active. Community is split evenly on maintaining rural character, and those who want to see economic growth. Newcomers tend to prefer limited growth.

5) Are there environmental concerns you would like to express?

Antelope herds (though less of an issue with road crossings, but still need to be addressed), water resources

6) What other groups, agencies, organizations, or individuals do you recommended we include in our outreach efforts for Northern Arizona?

Central Yavapai Fire District – perhaps for focus groups. Lifeline Ambulance Service. Forest Service (doing a revised forest plan).

7) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should know about? Any current discussions with private or public sector that you are able to share with us?

Senior assisted living facility approved (project team to research more detail on this). Sees the area as desirable for retirees, although the area is not viable for alternative types of housing, such as multi-family, cooperative types of housing. Need public transportation geared for seniors. Sees Prescott Valley as providing more of these kinds of options, as opposed to Dewey-Humboldt. Wonder if Dewey-Humboldt will be the next growth node, contrary to current desires of elected officials.

GP with P&Z Commission now for approval for another round of public input. This GP update is pending. Project team to follow up to obtain the final.



**Thursday, February 21, 2008  
Window Rock, Arizona  
Northern Arizona Framework Study  
Stakeholder Interviews**

**Name: Paula Claw, Lena Clark**

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**Agency/Organization: Apache County**

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1) What are some of the local and regional issues this project must address in your opinion?

Most roads are two-lane, need to be expanded to four-lanes – two in each direction, especially 264, Ganado to Chinle –heavy traffic. Accidents plentiful on narrow roads. Right-of-way fences need to be repaired. Cattle and livestock crossings – need more in locations for grazing permittees (permits issued by BIA to graze the grass, not for ownership). Cattle guards need to be cleaned and maintained. Clarify the agency responsible for supplying new cattle guards to facilitate access to homes. Overgrown vegetation such as Chinese Elm trees, Salt Cedars which are fast growers and block traffic and line-of-sight (mostly on BIA routes). Lighting at major junctions such as Keams Canyon – night time visibility is poor.

Existing roads need shoulder – heavy hitchhiker traffic because of the high unemployment – this is likely to continue. In case of car breakdown, need the shoulders. Mile markers are needed – will help even in remote areas with wayfinding. Signage to indicate distance traveled, and estimate distance to next destination.

Wildlife crossings and fencing needed. Fish and Wildlife Department in Division of Natural Resources. Speeding is characteristic of local travel patterns and behavior. Need more visible pavement striping to indicate "no passing" zones for example. Drainage to control water – aware to avoid draining toward homes. Chapter should be involved in design and planning of drainage facilities. Sediment clogs culverts causing diversion of sheet flow –need maintenance. Oversize loads on trucks, such as heavy equipment and mobile home transport prevent passing –need wider roads.

Rest areas needed: 191, 160

Signage to help tourists navigate the area, and to tourist attractions.

Headstart serves 2,109 children on the reservation. 90% of the buses run on dirt roads which are not maintained by the chapter houses. Need to maintain roads to facilitate transport of the children and to reduce maintenance issues on the school buses. Install continuous fences to contain the cattle on roadways with heavy and high-speed travel during peak periods, holidays and celebrations.



Chinle to Window Rock – pave the dirt roads (BIA Route).

Water source is important. Doesn't make sense to build new roads, if no water service to the adjacent residential areas. Focus on improving access to existing communities where water is already provided, instead of building new roads to areas where there is no water.

**Maybe Arizona should be looking at toll roads – can use funds for maintenance.**

Use roundabouts in place of traffic signals and four-way intersections. Buffered sidewalks to prevent pedestrian fatalities – conflicts between truck traffic and pedestrians.

Big issue – who will pay for maintenance?

Middle of Chinle goes into an economic development focus area.

Flood control: buildings get flooded. Culverts in Chinle are not maintained. Led to standing water.

Speed limit signs need to be bigger for better visibility.

2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

Chinle and Mini Farms connecting . With housing, schools. This is between 15 and 30 miles apart. Based on Many Farms land use plan.

BIA may be dissolved and NDOT would be direct recipients of federal funds. NDOT now working on their own road maintenance plans; attempts to help communities along the BIA routes.

4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?

Prepared inventory of abandoned and existing gravel pits – can be obtained from Navajo Minerals. Also inventory taken on watering sites. (Division of Natural Resources) Jack Utter 928-729-4003. For materials, contact Minerals 928-871-6000 in the Navajo Nation, ask for the department. Tom Platero is the primary contact person.





5) Are there environmental concerns you would like to express?

6) What other groups, agencies, organizations, or individuals do you recommended we include in our outreach efforts for Northern Arizona?

7) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should know about? Any current discussions with private or public sector that you are able to share with us?

Casino development – toward Gallup, Four Corners, Chinle, Church Rock. Resort being built in Monument Valley being built by Ortega of New Mexico – Motel/hotel, conference center,

Chinle thinking of building a multi-cultural center

Resort developed in Page with two major marinas.

Information should be in English and Navajo – **public hearing announcements at KTNN**. Radio announcements best outreach tool. Another radio station in Farmington – KNDN – George Werito



**Thursday, February 21, 2008  
Window Rock, Arizona  
Northern Arizona Framework Study  
Stakeholder Interviews**

**Name: Ron Long, Public Works Director; Matt Morris, Urban Planner; Mike Jenkins Sr Planner**

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**Agency/Organization: Camp Verde**

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1) What are some of the local and regional issues this project must address in your opinion?

Verde Valley communities need better connectivity throughout the Valley. Main roads are 89 and SR 260 that connect Cottonwood, Cornville, Camp Verde. SR 260 in midst of safety upgrades from ADOT – that's good, but for future, unclear as to the direction to address what will happen in 2015 much less 2030. It's a two lane road which is an issue. I-17 providing some additional lanes for truck traffic at least to top of the Rim – accident frequency rate is high between Cheery Road and near the scenic overlook near top of the Rim. Maguire Road exit also dangerous.

Camp Verde not experiencing the growth anticipated – not until infrastructure is in place (sewer system). Late August 2008 this infrastructure may be in place – then several subdivisions and commercial projects may go forward, depending on economy. There are some challenges with the state and internally with the construction project, but should be still in place by end of this year. Then main transmission sewer lines would be in.

For other connections – Middle Verde Road could easily be connected to 260 or north toward Cornville and the Page Springs area.

One subdivision – Symington Ranch at corner of Finnie Flat Road and new SR 260 Bypass – estimated to the River – high density and ranchette type homes. Frontages on Finnie Flat Road and SR 260 – been contacted by some larger (Wal-Mart) and other smaller commercial retail businesses. Wal-Mart decision/location may be pivotal.

2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

If growth occurs as anticipated, Town is concerned about emergency access in times of flood and fires. Now there is a one way in, one way out. Need new alternatives, particularly for emergencies. In future expect to have several tourist destinations off I-17 – need alternative routes to handle this increased traffic. If these road improvements were in place, then the town could see significant economic benefit,



particularly drawing from I-17, and especially if there were easily accessible travel routes off I-17.

Middle Verde Road exit on I-17 is down to a two-lane road into town and connects to Main Street and Finnie Flat; needs to be redesigned, expanded, rebuilt for safety and operational improvements.

Important for trucks to be able to transport materials for Camp Verde and neighboring communities.

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

Town limits cover 43 sq miles, some of which is undevelopable because of the river. But many large land tracts are primed for future development. See many retirees from California and elsewhere in the country. Seeing new faces at council meetings. Any impacts from Prescott Valley growth? Drainage issues, stormwater, perpendicular washes mean that main accessways such as bridges etc will need to be improved, maintained and/or increased.

SR 260 envisioned being commercial corridor which could shift the demographics from retirees to working age families, depending on what happens to industry.

4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?

Verde River bisects the center of town. There are two bridge crossings and the I-17 crossing. When the Verde River system is flowing – there is no stormwater drainage system. It is usually relegated to surface flow. Runoff from surrounding mountains creates an environmental issue. Good that now there is no polluting industry, and no major environmental concerns at this time.

At mercy of the sanitary district to build the infrastructure. Very much dependent on grant funding to get anything done. HERF budget is used primarily for maintenance. 200 lane miles – takes up most of the HERF funds for maintenance. Need help from state and county for roadway improvement. Currently layers of chip-seal, which is bound to degrade over time.

Washes that bisect the community make it more costly to do roadway improvements.

Environmental reviews – many archaeological resources and native artifacts would be a factor.

5) Are there environmental concerns you would like to express?

Environmental reviews – many archaeological resources and native artifacts would be a factor. Some issues with wildlife along the Verde River corridor, but these may



already be handled by special interest groups. Elk and deer herds that roam throughout the Rim Country crossing the highways –more of a regional issue.

In town – main environmental focus is the stormwater. Lack funds to even hire the staff to work on these environmental issues. No air pollution problems. Some interest in siting a wood-burning electrical generation plant locally generated some concern, although not sure whether this is still a viable project. The project proponents expressed interest in acquiring land to build a bio-mass plant. If this were to happen, concerns that the wind in the valley would not transport the potential air pollutants away from the area. If not addressed with some controls, could lead to some AQ issues later.

Many miles of unpaved roads – dust can be an air quality concern, which may grow as the town grows.

6) What other groups, agencies, organizations, or individuals do you recommended we include in our outreach efforts for Northern Arizona?

Yavapai Apache Nation, Chamber of Commerce, Camp Verde Sewer District. **Will send WB a stakeholders list.**

7) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should know about? Any current discussions with private or public sector that you are able to share with us?

Small Area Transportation Study with Carter Burgess is underway.

SR 260 between I-17 and western boundary with Cottonwood – much potential for commercial and residential growth in the area, but won't happen until the future of SR 260 is defined. Have been some prior attempts to get the two communities and ADOT to work on this, became a very frustrating process. Camp Verde has a new town manager, more new residents who are looking at things differently than before. Growth vs. anti-growth: in past Camp Verde was happy to be a small residential rural community. Now the new residents feel that the area is in the perfect location for development and are open to this change.

Want to see conceptual planning level look at access management plan for SR 260 to generate some growth.

Ruscan land trade between I-17 and south of SR 260 a couple thousand acres of land were traded. Sun Corp has expressed interest in this area for a large residential development with shopping mall.

Around SR 260 vicinity of fast food restaurants – behind those areas are large land tracts that are now privately owned. These owners have been approached in the past, but all seem to be waiting to see what happens with the large-scale commercial growth.



Project team to check for General plan, but it hasn't been updated since 2005, approved by voters in 2007.





**Thursday, February 21, 2008  
Window Rock, Arizona  
Northern Arizona Framework Study  
Stakeholder Interviews**

**Name: Don Fischer, Public Works Dir; Fern Larson, Interim City Mgr**

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**Agency/Organization: City of Holbrook**

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1) What are some of the local and regional issues this project must address in your opinion?

Holbrook is a hub city – state highways and interstate – leads to a kind of “bottleneck”. Plans to reroute the traffic meets local opposition. Conflicts with at-grade railroad crossings cause half-mile traffic backups. Up to 20-minute delays from end to end of the town. Downtown Holbrook is affected by this. Traffic signals and train crossings are not coordinated. Navajo Blvd (old Rte 66) to Rte 77 to Show Low. City is split by the railroad tracks – another challenge for emergency services and access.

City has grappled with ways to fix this. Historic buildings border the street, therefore a pedestrian overpass would affect these properties.

City concerned with the plans to triple-track BNSF. Looking for the answer to this dilemma. Other than this problem, traffic flow through Holbrook is somewhat smooth. Seeing some increase in traffic from the north (truck traffic).

2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

If ADOT were to find a way to cross the Little Colorado River, RR tracks it would probably have a negative impact to the economy; that is, a bypass would be a extreme that would hurt the city. Small community to west (Perkins Valley) is a developer who has bought over 200 acres for a master planed community, and this would not be affected, positively or negatively by a lack of highways.

Two roads with overpasses over state highway (Hermosa Drive and 8<sup>th</sup> Avenue). In vicinity of Hermosa Drive large commercial/industrial facilities being built which will require heavy truck traffic. Looking into the long-term future if this could be reconstructed to provide an additional interchange, would accommodate growth in truck traffic.

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?



Proposed subdivision to west right off the Perkins Valley Interchange from I-40 (intersection on the north side of I-40)– mixed use – 300 home sites (residential ranch, single family, multi-family), over 20 commercial frontage lots (highway).

See increased traffic at that intersection. 422-acre parcel in the middle of the community, in vicinity of Hermosa Drive just bought by a developer.

Just north of the 422 acres, another developer has bought 100 acres where he wants to build a residential subdivision. Just east of that American Savings & Loan would like to do a complete planned development community just east of the City.

4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?

Only the traffic backup at the track.

5) Are there environmental concerns you would like to express?

Water source is located south of the river, therefore everything is piped north. Water treatment is located to the west, where the growth is focused.

Exploring possibility of another well to enhance water supply. Local wells have high salinity. That's why wells are located south.

6) What other groups, agencies, organizations, or individuals do you recommended we include in our outreach efforts for Northern Arizona?

BNSF, Petrified Forest National Park

7) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should know about? Any current discussions with private or public sector that you are able to share with us?

In process of preparing the SATS (about a year out). General Plan is online



**Thursday, February 21, 2008  
Window Rock, Arizona  
Northern Arizona Framework Study  
Stakeholder Interviews**

**Name: Paul Ferris, City Planner – Winslow; Jeff Swan, Woodson Consulting**

**Agency/Organization: City of Winslow**

A project overview was provided by J. Zumpf:

ADOT is partnering with MPO/COGs to provide a new type of planning. ADOT usually looks at Interstates, and State Routes, but is now taking it a step further with "Building a Quality Arizona" project. ADOT is currently looking at state facilities, roads of regional significance, both on a local and regional level, including primary arterials.

The Framework Study is looking at planning horizons in 2030 and 2050 as ADOT is looking out to the future.

Also, the Framework Study is putting a heavy emphasis on public participation, such as stakeholder interviews. The project team was in Northern Arizona (Flagstaff) last week and is in Prescott and Window Rock this week.

The study has broken the state into four studies (western, northern, eastern, and central).

P. Ferris did not have a copy of the project map. J. Swan to fax it after the interview.

J. Zumpf continued that stakeholder interviews will be done by the end of the month (February). Input will be wrapped into a working paper and local issues, and stakeholder input will be documented.

Then a more focused stakeholder interview or focus group will be conducted. Focus groups will be one-day activities with 3 major sections being identified:

- transportation groups (e.g., schools, transportation providers, etc)
- Economic development (e.g., developers, businesses)
- Environmental concerns (e.g., land resource agencies)

During the focus groups the stakeholders will tell ADOT their concerns and input will be documented.

Community workshops will be open to public. ADOT will provide a 5 minute project update. Workshops are planned for March.



The Framework Study has a very aggressive schedule and should be wrapping up between April and June of 2009.

J. Swan asked: Who are the members of the focus groups, who will be listening and responding to stakeholders?

J. Zumpf answered: ADOT will ask the city to identify who is important to participate in focus groups, we don't have a definitive list right now, but we do have a start.

J. Swan asked: Are local communities providing planning documents for discussion are these documents going to be used in any manner? At one point, ADOT requested local studies performed by agencies to be put together for the Governor (Vision 21).

J. Zumpf answered: Corridor profile studies, documents identifying priorities, and SATS, are being used. ADOT is encouraging towns to submit studies, and other documents so we don't have to repeat, in order to get that information into the process.

P. Ferris added, it sounds like what you are intending is similar to what APS studies in their comprehensive analysis with emphasis on local needs, except ADOT is emphasizing the transportation element.

J. Swan asked, what are you using as a definition for major arterials (e.g., ASHTO, FTA, and FHWA). Because in some ways that can hurt smaller communities.

J. Zumpf responded ADOT is using the definition for principal arterials, or the functional definition of a road. A lot of Main Streets in Arizona are State Routes.

J. Swan added, as we move forward, our concern in Winslow is what may occur with future incorporations and changes in the way that roadways operate that may occur in the future. We need a connector route to connect the interstate to rural America.

Only 2 state routes go through the current city limits (SR 87 and I-40) and the situation needs to be addressed. SR 99 will have major impacts because it borders the western limits of future expansion and goes to Luepp and onto the reservation. Part of it will be an extension over the railroad, connecting into Winslow at the western terminus.

***1) What are some of the local and regional issues this project must address in your opinion?***

P. Ferris responded, we need access to potential growth areas. One of Winslow's major constraints is that it's the smallest incorporated area in Arizona. We need to



identify areas to expand, and also allow access to the western side, and southern lands above the flood plain. BNSF Railroad acts as a "great wall of china". There are only 2 ways over the railroad (use the underpass or overpass). We need alternative routes to access and unify the community.

J. Zumpf asked, traffic is not impacted when the train goes by?

J. Swan added, to get across the railroad drivers have to go 15 miles west or to Holbrook. The railroad is currently a Multimodal obstacle of regional significance. The only one way to the county seat (Holbrook) is I-40 otherwise you need to take a 100-mile detour. Other roads available are combination private/county roadways between Winslow and Holbrook that haven't been well maintained. It is hard to tie in with Holbrook, Show Low, and the larger region because the only connection with Flagstaff is I-40, and Winslow needs to interact with other county governments.

P. Ferris added that a specific example of access problems is for the proposed 500 houses being able to access Highway 87 to the north. Transportation studies prepared for the new community indicate potential for a great bottleneck as there is a lack of secondary access and only one way to access the community if there are any problems on Highway 87 underpass. The only other option is to go through surface streets through Coopertown which is a 3.5 mile detour and the Highway 87 underpass will be difficult to expand.

J. Swan added that there is a multi-regional issue with traffic conditions in Maricopa County and Phoenix. Commercial freight is changing routes to the north. Winslow is seeing more commercial traffic coming from the south, as it enters, it impacts local streets and crossing at BNSF. This is one of those things that doesn't change, trucks are finding way up from east valley, Tucson, and Phoenix, and they are heading to I-40 eastbound.

P. Ferris added that development is planned for industrial growth that will generate traffic northbound. 8 to 10 truck loads of liquid petroleum gas will be trucked to the north using the Highway 87 underpass (the liquid petroleum trucking is the smallest of proposed industrial developments). Also proposed is the OSB plant, a major generator of surface truck traffic. There is a major need for connectivity for south/north Winslow leading to I-40.

### **2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?**

J. Swan responded that Winslow's constraint is unique because of its geographic location. There are only 3 traffic interchanges, one is close to the standard, one has been reconstructed, and one is over capacity creating back ups on the mainline. How do you attract businesses and transportation oriented development when you can't guarantee capacity?

J. Zumpf said, we need to identify these issues. Winslow is similar to other developing small towns, and is facing the same issues. Winslow wants to bring





economic development into the community but the infrastructure is at capacity, we need to know how we can make improvements to accommodate growth.

J. Swan asked, how can partnerships be formed, so when opportunities come up we can move forward and not wait 5 years.

J. Zumpf responded that the Framework Study may accelerate the process, going from planning stages to feasibility to design. ADOT is creating a package to accelerate the process. ADOT is asking, what do we need and how do we get there.

J. Swan added, the 2 major areas in need are to the west and south.

P. Ferris added that a lot of traffic generated from those areas will be heavy truck and semi traffic. Which raises the issue of public safety access. Our priority is to improve routes, we have general lack of access to south side and two existing neighborhoods are already experiencing bottlenecks. More development will intensify the access problems.

J. Swan added that Winslow has become commuter town for Flagstaff. New park and rides have been built and people are finding affordable housing in Winslow and working in Flagstaff, Holbrook, and even the reservation. Bird Springs Road has two major access points to the north and part of the employee pool accesses Winslow. The railroad is a major barrier, and also the Little Colorado River hinders interaction with three communities, Luepp, Flagstaff, and Winslow.

### ***3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?***

J. Swan stated that Flagstaff can be more expensive land. Other development includes park and rides and the OSB plant, and any new housing permits.

P. Ferris added that submissions for 600 new residences, planned within 10 – 20 years, will potentially be developed. Also, development for more than 1000 residents is included in a major general plan amendment for mixed use development north of I-40. The majority of vacant land is zoned residential or agricultural. Also the general plan shows low/med residential development which could add significantly to population with expansion east and south of planning area.

J. Swan added that on the commute side, and "yuppie-ization", downtown Winslow has started to change. Winslow has moved away from super tourist business, and is more local oriented. Combinations of things are starting to occur:

- Change in the cities complexion,
- Diversification and input from other communities, interest groups,
- Older highways impact the mobility and growth of the area.

P. Ferris added that outside the current urban area into the west there are proposed developments for mixed uses. In the areas far to south/west is Starlight Pines, Clear



Creek Pines and multiple unit subdivisions. We are seeing high incomes coming into Winslow for shopping, rather than going to Payson.

Also, we have a master list of all developments proposed (i.e., commercial, medical, residential, industry), we can send in the form of an email to J. Zumpf. The master list includes everything we can talk about publicly.

J. Swan added that we need to get rid of the Phoenix connection, they don't understand the community.

**4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?**

J. Zumpf asked, besides the Little Colorado River, and BNSF Railroad, are there any other obstacles that Winslow faces?

J. Swan responded that the location of I-40 as it goes through town is an obstacle. I-40 was built as a bypass, but now, and in the future there is construction on both sides. In 20 years, we're looking at urban freeways in these areas, and the impact on the community is a fatal flaw. It is important that we consider it differently than a rural freeway. The I-40 has the potential to become a 6 lane facility from state line to state line in 20 years.

J. Zumpf added that the I-40 provides a connection to Long Beach Ports. Arizona is a pass through state.

J. Swan added that the lack of north/south connectors in general, except for SR 87 or 99, there are no connections to Highway 160, Navajo Reservation, Lake Powell or Utah. We have identified a lack of north/south connection between Maricopa County and Pima County. SR 77, SR 89, I-10 between Phoenix and Tucson, and Highway 191 are all part of the effort. One impact to Winslow, is that it's going to be a pass through/commuter community, with the potential to be an intermodal community. Development can occur in concert with the railroad, there is a major switch there already. ADOT should think ahead, why can't we expand switch and include ADOT's major facilities plus intermodal facilities.

**5) Are there environmental concerns you would like to express?**

P. Ferris responded that Winslow has a positive demand factor. That is, every residence, and new community, will not be taking up space in the Nation's largest pine forest. Most developable land is rolling agricultural land and there is a lack of environmental issues, as this is a positive factor in terms of sustainability.

**6) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should know about? Any current discussions with private or public sector that you are able to share with us?**

J. Zumpf asked, in addition to gathering information from studies, municipalities, and providing the email for new construction, is there any other data sources you can share.

P. Ferris responded that ADOT should include planning documents including the General Plan. However, the planning area is expanding beyond that. The best data source is the listing of current/proposed development and the General Plan land use map which shows densities permitted to get an idea of the build out population.

J. Swan asked P. Ferris, has the Navajo Nation with the city, what they will do with their properties within the city?

P. Ferris responded that several meetings have occurred to discuss in general what will happen with Navajo property within the city. Future utilization of the hat factory on Hopi land west of city is unknown. We can contact economic development offices for updates.

J. Zumpf added that he is currently in Window Rock and is getting information with proposed pursuits such as gaming, casino, Wal-Mart being built on I-40.

J. Swan added that Hopi and Navajo have land within Winslow. Part of the concern is Navajo fee land around "transcon" traffic interchange. ADOT should be aware that Navajo Nation does own land within Winslow.

P. Ferris responded that the Navajo Nation owns 100 or more acres around the city.

J. Swan explained that Navajo fee land is land that the Navajo purchase land for a fee, it's not trust land, this fee land exists because of relocation. The Navajo Nation purchased land to protect against Federal action. The Hopi owns Kings Canyon Truck Stop, north of the freeway, and Continental Shopping Center is also Hopi owned.

***7) What other groups, agencies, organizations, or individuals do you recommended we include in our outreach efforts for Northern Arizona? How would you like to be involved as this study unfolds?***

P. Ferris responded that in Navajo and Coconino County there are major industries including APS Cholla Power Plant. APS has plans for long-term expansion of the facility and is a major land owner.

Additionally, we would like to see draft summaries of data, and have the opportunity to amend the data if errors or updates are identified. We want to be directly involved in the stakeholder process with focus groups.

J. Zumpf responded that once everything is documented ADOT will have a website available. As the study progresses, the website will be either [www.bqaz.org](http://www.bqaz.org) or [www.bqaz.gov](http://www.bqaz.gov) (not sure which address is correct) as we do develop information it will be on the website, people can see progress and information will be readily available. ADOT plans to use the internet as tool.



P. Ferris added that we will need to get email updates and invitations to the focus groups, or other follow-ups.

J. Swan added that he would like to see two members of the city staff to be directly involved as members of the focus group. P. Ferris and Jim Ferguson should be the representatives.

J. Zumpf responded that staff can send information to Heather Honsberger or himself if you think of more to add.

P. Ferris stated that a list of routes, and rights of way in the Winslow areas has been formulated, will that be part of the study? The list was submittal to NACOG, for projects over next 20 or 30 years.

J. Zumpf responded that two efforts are currently underway, one is the critical needs identification process and the other is the Framework Study. The critical needs process is that the Governor asked for a list of critical needs from communities. Without doing a study, communities should have an idea of what is needed right now. DMJM is putting together a critical needs list which NACOG has compiled to combine district needs and DMJM will fine tune the list and submit to the Governor. The Governor will take this to the Legislature to come up with ideas for funding and how to generate revenue to take care of critical needs throughout the state. This effort is completely separate from the Framework Studies.

**8) Are there any other issues you would like to express?**

P. Ferris responded that there is an issue of communication. We didn't receive direct communication regarding this process until recently. We want clear communication between all of us without future mix ups.

J. Zumpf apologized and responded that the schedule is very aggressive, and ADOT is glad to get to speak with you today. ADOT will make sure communication gets to people in the future.

J. Swan said, I talked to Heather, we got on list.

J. Zumpf responded that that will help us facilitate communications in the future.





**Thursday, February 21, 2008**  
**Window Rock, Arizona**  
**Northern Arizona Framework Study**  
**Stakeholder Interviews**

**Name: Dave Wessel**

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**Agency/Organization: FMPO**

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1) What are some of the local and regional issues this project must address in your opinion?

North-south mobility issues between the region and the valley metro area, as an entire corridor.

Evaluate the economic impact of changes in the I-17 transportation system to the region.

Need to look at emerging economic relationships within the region (including Prescott metro-area) and between the region to the valley metro area, in consideration of the growth factors – new population centers, and how the transportation system needs to respond.

Tourism is an overarching statewide transportation issue, perhaps truer in the Flagstaff area where the cultural resources and natural environment are key. Transportation system needs to enhance these values in support of the economy.

From this economic and tourism theme: ties to the rest of the world, ensuring I-40, I-17 and US 89 are given due consideration in terms of their role in local, regional and international economies.

FMPO's perspective: alternative modes are key. 1997 mode split 2020 forecast is supported by 2006 trip diary survey that indicates we are on target to hit our goals now, though our transit system is still fledgling. Sidewalks, non-motorized trials, transit are important to mobility. Look at role that transit could play in I-40 corridor east to west.

Funding – City is using all its HURF money which goes to operations. Not using any of the HURF money for capital. Now HURF is taking significant hit short term – there are long-term implications for the ability to maintain the new capacity we need to add.

Sustainability concept is being used more intensively – applies to several areas – economic sustainability, environmental – storm water, wastewater treatments. Not sure we have a working definition of what sustainable transportation is and what it means for our region. Will influence the answer to what it means to urban form? How does this encourage/discourage sprawl?





State can provide good sounding board as to whether we are growing statewide in a sustainable manner?

Performance measures – what is the monitoring system, and how are we going to keep tabs on the results.

2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

Freight is important. Our ability to link transportation to the economy is weak. Currently, mostly anecdotal, and doesn't effectively make the case. If we cut off the railroads, we cut off the lifelines. Transportation is vital to our economy, essential component of quality of life. Links to recreation. Parts of 260 to the rim have been improved where the transportation experience is part of enjoying the environment, integral to the recreation experience, we need to emulate that sensitivity elsewhere. This includes our urban environment where the roadway should contribute to a quality setting for all users of the space.

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

Cost of housing. We've seen this resulting in Williams and Winslow becoming somewhat bedroom communities to the City of Flagstaff. The University/Govt hub will always be a hub. 25% of housing in the City owned by second homeowners (seasonal). Seeing a force that is creating sprawl – longer commute distances, though it is concurrent with the demand for second homes that generates fewer trips and lower demand for local services. Alternatively and/or simultaneously we could see significant pressure for higher density residential and non-residential development.

20 year outlook: who owns those homes, and what is their long-term intent? If these new and incoming residents intend to retire this will change the dynamic of services required. City has good medical facilities, will soon have improved regional air service. Could be a good place to retire for active-seniors.

Area attracts international visitors and immigrants. This demographic is more accustomed to mass transit and may make it an increasingly marketable mode of transportation.

Increased air service plus an increased R&D presence at USGS and NAU plus the environmental attractions could lead to an increase in high tech jobs.

***As well, freight will double in 20 years. I-40 link – transcontinental link implies heavy freight railroad movement. How do we capture the potential economic benefit from this?***

Another side to the question: how do we mitigate the effects of this scenario? We'll need additional grade separated roadways. Synchronized traffic signals, conflicts



with vehicular traffic and railroad traffic: a question from Kingman to Holbrook and beyond.

Regional plan calls for compact development. City trying to get a few TND projects off the board but there is uncertainty how they will be accepted by the community and the market and how they will in reality affect transportation choices.

How do we transition out of an oil-based economy? What will it mean if costs to travel to isolated areas such as Flagstaff spiral out of reach, and how will this influence Flagstaff?

Intra-regional relationships: Growth in the Sun Corridor that is connecting Phx to Las Vegas. Split emotions: growth is passing the community by, yet some feel thankful that it appears to pass the Flag area by. Question of competition between regions. As the Sun Corridor pushes further west, though, in some ways might bring more market opportunities to Flagstaff.

4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?

Feasibility of a bypass to US 89 that would run half a mile behind new mall expansion that would come out just pass the City limits. Some City staff see this as a potentially important transportation facility (although there are environmental/cultural/open space concerns). This apparent conflict means that there will be a dialogue to ascertain which consideration takes priority.

Balance of wildlife and cultural resources that are highly valued by the community with the desire/need for increased transportation network capacity. If there is a fatal flaw in the region, it would be that Flagstaff area is becoming restricted in terms of the options available to widen existing facilities or add new facilities.

Gridlock now becoming a part of Flagstaff daily experience. Question: how are people going to move through this community?

State lands and how they are going to play into this debate in the region. Land trades? How does this work with making the transportation system continue to work?

Role of water? Debatable whether it's a "fatal flaw". Are there truly new aquifers being discovered? Are these finite resources? Would it impact the 50-year horizon?

Stormwater management implications. How do roadway stormwater systems work, where and how is water treated and stored, and how does it affect ROW? Is the concept of Low Impact Development going to be mandated from any level of government?

5) Are there environmental concerns you would like to express?



Wildlife – important bird migration through the Rain Valley, as well as deer and elk that move north and south

Haze at the Grand Canyon continues to be of concern and if CO2 or PM2.5 becomes a reality it could affect the Flagstaff vicinity.

Protection of waterways for drainage, wildlife movements and non-motorized human transportation.

General reduction of our carbon footprint.

6) What other groups, agencies, organizations, or individuals do you recommended we include in our outreach efforts for Northern Arizona?

Conservation, Land Trusts in Flagstaff

Major shippers: Nestle-Purina, SCA Tissue

7) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should know about? Any current discussions with private or public sector that you are able to share with us?

Juniper Point – 2000 unit, Traditional Neighborhood development at southeast end of Lone Tree and John Wesley Powell Boulevard.

Note for group discussion: I-17 to Utah, interstate connectedness. Needs to be dialogue with adjacent states on regional connectivity.

Keep open space in the future – treatment of open space, as well as its location

Freight: Post the project study, and how they move forward

What are some of the governance structures to address regional transportation facilities?



**Thursday, February 21, 2008**  
**Window Rock, Arizona**  
**Northern Arizona Framework Study**  
**Stakeholder Interviews**

**Name: Judy R. Willets, Range Conservationist**

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**Agency/Organization: Navajo Division of Natural Resources**

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1) What are some of the local and regional issues this project must address in your opinion?

- 2-lane to 4-lane highways
- Right-of-way fences
- Cattle crossing and cattle guards (sheep herding)
- Overgrown vegetation
- Lighting at major junctions
- Shoulder—car and pedestrian
- Mile markers; signage (miles to ...)
- Wildlife
- Speeding; traffic violations in no passing zones; DUIs
- Road lines
- Drainage
- Sediment from oversize loads

2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

- Improved healthcare
- Improved education
- Safeguard L/S
- Commercial development
- Either increasing school sizes or construct new schools
- Residential development (cluster or remote home[s])
- Improved electrical and sewer utilities
- Telephone and internet access

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

- More homes in rural developments (increased population)
- More roads off paved highways
- Home business operations
- Navajo casinos
- More commercial development
- Navajo transit bussing

4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities? (*Obstacles –not "fatal flaws"*)



- Grazing permittee consents
- Archaeological and cultural resources
- Navajo Nation threatened and endangered species
- SAS or 164 Review
- Forestry moratorium
- Quality fill or aggregate material (minerals)
- No drainage plan for small communities
- Water (water resources)

5) Are there environmental concerns you would like to express?

- Navajo Nation casinos
- Navajo Nation fairground facilities
- More residential development
- More school development due to increased population
- Navajo Nation parks
- Navajo Nation lakes/reservoirs

6) What other groups, agencies, organizations, or individuals do you recommended we include in our outreach efforts for Northern Arizona?

- Navajo chapters
- Local governance office
- For existing right-of-ways--Navajo Tribal Utility Authority (NTUA) and Frontier (telephone)
- Natural Resource Conservation Services (USDA-NRCS)
- Navajo community development
- Navajo economic development

7) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should know about? Any current discussions with private or public sector that you are able to share with us?

Navajo flavor on Navajo Nation (landscaping, signs) and provide English and Navajo language announcements of meetings, hearings, all public relations for road improvements





**Thursday, February 21, 2008**  
**Window Rock, Arizona**  
**Northern Arizona Framework Study**  
**Stakeholder Interviews**

**Name: Navajo Department of Transportation**

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**Agency/Organization: Navajo Nation**

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1) What are some of the local and regional issues this project must address in your opinion?

- Accessibility: designs and improvements to accommodate future economic development along major state intersecting roads. Especially, in rural Arizona regions. Several local tribal governments are requesting that any future improvements to existing intersections include framework for economic development.
- Improving existing State Routes to accommodate population growth and increase in traffic for rural areas. This also includes state routes that connect to other major roads and destination points. Most rural state routes through the Navajo Nation are not designed to accommodate heavy traffic flows and in dire need of improvements to ensure the safety of its users and local communities.
- Participation from rural transportation organizations. Involvement from by rural communities and organizations are not included in the state transportation decisions.
- All stakeholders need to be sincere of the statewide transportation improvement and to consider share funding cost regardless of ownership of roads
- Regional:
  - a. The U.S. border traffic and access to Mexico. The plan should address homeland security issue as well as tourist and commercial traffics between the two countries. Is NAFTA still the U.S. and AZ policy for the rest of the State to plan their transportation systems accordingly?
  - b. The fuel excise tax need to increase to keep up with construction needs and rising cost. The fuel tax needs percentage of total gasoline sale receipts instead of the current practice, 18 cents per gallon.
- Navajo Nation: Safety:
  - a. State highways are the main arterial highways on the reservation. There are more traffic and fatalities crashes on state routes than any other routes. High speed, topography, and weather may be the cause. Animals on the roads further add to the problem.
  - b. Lightings - Absence of street lightings in small community areas where state roads with high speed traffic pass through can be treacherous.

2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

- Rural economic growth and tourism opportunities



- Decrease in traffic fatalities and accidents
- Safe access to local businesses, schools, residential and other community organizations
- Opportunities to involve local businesses and governments
- Effective land use planning
- Increase in services and conveniences for the rural areas
- Conservation of energy, (gasoline consumption) and reduced travel and commuting time.
- Street lights and sidewalks in rural community and commercial areas can promote safety for the traveling public and support economic development at the same time. People can become more active (from walking) if they feel safe to do.

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

- Increased in population growth
- Increase in economic development
- Increase in businesses, residential and school development
- Increase in traffic
- Increase in social issues.
- The Navajo Nation people will have more purchasing power. More vehicles will be purchased, more population increases while economic development within the reservation only slowly increases. There will be more traffic to border towns to shop and work. Transportation corridors to border towns will be more congested. Border towns, i.e., Flagstaff will grow due to Navajos' increased purchasing power and employment seeking.

4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?

- Lack of involvement by tribal entities and rural communities
- Lack of economic development consideration for rural communities
- Rural Arizona communities are often not considered or a part of transportation planning
- Lack of funding in all areas including facilities.
- The Navajo Nation has 5-month winter weather, hilly topography, elderly rural tribal drivers, and not-so-close-by maintenance yard can be a fatal flaw for a roundabout on a 55 mph road with 3000 ADT and more.

5) Are there environmental concerns you would like to express?

- The Navajo Nation Environmental concerns and requirements are more stringent than the state. Early coordination and collaboration need to be established to ensure that all aspect of environmental issues are addressed.
- With in the Navajo particular the natural organic life need better attention to be conserved. In the Metro area they already have plans and funding to better address this issue.
- Our NEPA laws and requirements are tough and lengthy, think twice before you want to expand the ROW.



6) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should know about? Any current discussions with private or public sectors that you are able to share with us?

- Local tribal government chapters, schools and entities located along state routes need to be involved to ensure that future development are considered and included.
- Involve the Navajo Nation Department of Transportation organization
- Navajo Division of Economic Development has available future development listing.
- Currently NDOT hasn't updated the information since 2003 but no later than December 2008, we should update this information. For now you can contact the Division of Economic Development for such information.

7) What other groups, agencies, organizations, or individuals do you recommended we include in our outreach efforts for Northern Arizona? How would you like to be involved as this study unfolds?

- Mr. Tom Platero, Navajo Nation Department of Transportation
- Mr. Sampson Begay, Chairperson of the Transportation and Community Development Committee of the Navajo Nation Council
- To ensure Navajo has a strong voice, Navajo representatives within State of Arizona
- Navajo Division of Economic Development/Tourism
- Navajo Division of Social Services
- Navajo Transit System

8) Are there any other issues you would like to express?

- Rural community representation need to be at the forefront of any transportation planning
- Increase funding for state route improvement in rural areas



**Thursday February 28, 2008  
Telephone Conference  
Northern Arizona Framework Study  
Stakeholder Interviews**

**Name: Ron Grittman**

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**Agency/Organization: Chino Valley**

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1) What are some of the local and regional issues this project must address in your opinion?

Two sets of roadways that need to be focused on: improved mobility between the different cities – Prescott, Prescott Valley, and Chino Valley. Chino valley currently has 89 as its sole transportation artery. Widening of 89 is starting, but the next phase to widen 89 between Chino Valley and Prescott is needed. Current traffic volumes on 89 exceed I-17 north of Cordes Junction – 20 – 30k vpd using 89.

Need to develop connection of Chino Valley into PV area with the Great Western Extension.

Improvement and establishment of new corridors between PV and CH V.

Develop alternative to I-17. Accidents that shut down I-17 – there are no other north-south routes to connect the various metropolitan areas between I-40 and the Phoenix corridor. Also need connectivity between the areas further south to Tucson.

Concerned that all COGS be represented evenly at the table. Was under the impression that MAG was taking the lead; that scenario was of great concern to him. Relieved to discover that ADOT is taking the lead.

Deal with the fact that the growth from the valley impacts the rural areas. Have to find a mechanism to move regional dollars out of the major metropolitan areas to the areas of major transportation needs

2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

Prescott and the "elevation challenged" areas having significant problems trying to create buildable areas. Transportation facilities will enable development to occur where economic constraints are not quite so daunting. Transportation system between Chino and PV is so lax, that developers are hesitating to come to the area. This will avoid forcing developers into building into the face of a mountain that would bring significant problems.

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?





Since Chino Valley is an untapped market – the Safeway in Chino Valley produces more than the Safeways of Phoenix do. Walgreens is running 3 times better than their best projections. Chino Valley is an untapped economic boom. Construction of economic centers over the next 20 years will lead to an economic explosion, followed by 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> generation commercial interests. Therefore important that 89 extensions be built. But Chino is not enjoying the benefits of this pent-up demand. Three-year waiting list to get into an apartments in Chino Valley. Therefore a strong relationship between restrained economic development and development of transportation facilities. Believes the transportation infrastructure drives the market; zoning DOES NOT drive the market.

4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?

No real fatal flaws. But if one extrapolates the data, concerned that MAG will not look at this in a regional manner, and that Phx and the Metro area will continue to have a massive impact on the area. That would create a serious challenge for the rural areas. To avoid fatal flaws, there has to be a regional corridor approach – Tucson, Phoenix, Prescott Valley – focus the money on this corridor that will tie the metropolitan areas in this linear chain.

Mojave strip may have a hard time getting some of these funds. Growth in the valley has massive impacts across I-60, 87 to Payson etc – these roads all need funds flowing out of the major metropolitan areas.

If a broad vision is not applied, that will constitute a fatal flaw. Commerce of AZ needs to be able to flow off the Mogollon Rim. Need to provide commercial corridors to the west – LA, Las Vegas

5) Are there environmental concerns you would like to express?

Within the local district – there are no strong environmental concerns, though there are some easily addressed environmental issues. But on the western part of the area – how to deal with vertical constraints of Bradshaw Mountains, how to traverse the Verde area.

6) What other groups, agencies, organizations, or individuals do you recommend we include in our outreach efforts for Northern Arizona?

Ab Jackson – Chamber of Commerce (he will put us in contact with the developer community) Jody Zeto, Jim Wymore (Scottsdale); Todd Sommerville; Heinz Horticulture; Karen Fan holds transportation near and dear to her heart – she's a valuable asset politically and business sides. Extend invitations to council members to participate. Need to do this to tap into the solid political support for transportation.

ASU Campus development – on hold for next 10 years until the transportation (Great Western and Chino Valley extension) is resolved to allow Chino Valley to grow on the





eastern side. ASU is still very interested in developing this campus. They will be a major player.

7) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should know about? Any current discussions with private or public sector that you are able to share with us?

Have about 2000 lots approved in last 6 months – central area mostly, and somewhat in the far northern area.

Other issues: distribution of funds; concerned that the existing fund distribution patterns will be perpetuated.



**Tuesday March 4, 2008  
Prescott, AZ  
Northern Arizona Framework Study  
Stakeholder Interviews**

**Name: Jack Wilson, Mayor; Darrell Willis, Emergency Services Dir; Craig McConnell, Deputy City Mgr**

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**Agency/Organization: City of Prescott**

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Mayor: What's the starting point?

Jim Z: Starting with some of the prior studies, such as SATS. Study looking at roads of regional significance as well as primary arterials, beyond the interstate system; also 2030 and 2050 planning horizon. Noted the aggressive schedule, placed the stakeholder meetings in context.

Mayor: CYMPO 2030 Regional Transportation Plan indicates future levels of service on the regional system are F, failure: that's disturbing. More disturbing is that the traffic volumes are for only 60 % buildout. He believes this study is flawed. It is indeed an input, but one to be looked at with a "jaundiced" eye.

City is somewhat skeptical. Mentioned MOVE AZ identified SR 69 widening at the top of the statewide priority list, however, to this day nothing is in the state program to look at the PE and construction; MOVE AZ was succeeded by AZ Regional Profile studies; now the planning framework study. City will participate to help assure that the framework study is successful, but hopes that it will not be just the latest in a succession of studies. City is cognizant of the lack of appropriate level of resources vis a vis statewide system needs.

1) What are some of the local and regional issues this project must address in your opinion?

Question: What issues CA this project address? How wide is the playing field?  
Multimodal?

Print Pak in Prescott Valley – not expanding their facility because of logistics. Without rail economic growth is limited. 2050 view, rail needs to be considered for this corridor up to I-40. Look at this in conjunction with acquisition of land for future highway corridors.

CYMPO planning to expand their planning boundary northerly and westerly to address travel demand from the I-40 Kingman area to Phx through Yavapai County instead of using I-17. This will facilitate the regional mobility intent, limited not only to highway but also to include a multimodal component with freight rail.

Prescott Airport is another important element. City is updating its master plan for the airport which intends to expand the runway and accommodate regional jet



service. Looking at second carrier from LA – that is imminent. Long term goal is regional jet service/regional airport. City now in communication with a land owner to facilitate physical expansion – cooperative discussions. Runway expansion is 61 acres, + 150 acres to the northeast of the current site. Forest Service wants to make Prescott a major regional mobilization site – move it out of Phoenix.

The airport is a very critical short and long term economic development focus for the City.

CYMPO RTP: future land use needs to be reviewed more critically by the region. Needs to be more realistic. This dovetails with some higher level planning at the state level, trying to get a handle on managing growth. Water is a big constraint, of course, as well as funding.

Future LU has to be as accurate and realistic as we can make it, regionally. There are thousands of acres for which no future LU assigned by GPs. City's updated GP LU will lead to increased travel demand. Planned growth needs to be validated against availability of water, transportation linkages, well thought out access to the regional highway system, and other key factors. Example I-17 and L101 – properties in those quadrants inaccessible.

Deputy City Mgr job is to address all the City's large, prospective annexations. Craig's background in smart growth planning, planning, programming, implementing, and operating highway and utilities infrastructure, anticipate and prepare, rather than react, with a good dose of realism, in managing growth.

Significance of state land is a huge element. City in a dialogue to provide water, in return, State Lands would release certain lands. City cannot dedicate water and have the land tied up for indefinite years.

Another issue is funding. City of Prescott has a 1% sales tax for streets that sunsets 2015. Through this, City has built about \$150M of locally funded highway projects. An interest in having this sales tax reauthorized. However, this alone will not be a sufficient resource to address transportation system major infrastructure needs.

Likely to be presented next year, if the appropriate time, on the ballot.

City has major demands for local streets, which likely falls outside of the framework study. Example: city is obligated to build interchange at 89A which will take up over one year's worth of the sales tax. This presents a huge funding issue.

City has over 1/2 B\$ in utility needs – growing infrastructure needs translate into a heavier burden per capita.

Emergency Response Plan: Ingress and egress to the community is a huge issue. Network is not adequate. How to handle potential evacuees from Phoenix? Not practical, unmanageable. How do we plan to move people in an emergency? Also, conversely, a local disaster which would require evacuation of minimum 10,000



people in an hour would present a significant challenge. Need an alternative to I-17 – connections not only southbound, but also northbound.

2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

We can't grow and achieve diversified economic development without expansion of the regional transportation system. Side Road interchange on 89A is a tight diamond interchange that will not handle the traffic. Talking thousands of acres of annexations, which will require water service. At the same time, LOS and accessibility will be crucial requirements for growth and economic development.

See a future dialogue that potentially becomes a debate on the cost of growth, the operational requirements, that assigns a value to the cost of growth, and compares it with the potential economic benefit. City looking at regional perspectives; engage other municipalities on this subject. CYMPO is a positive forum for the Multimodal component of this regional dialogue. Transportation facilities mean EVERYTHING.

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

Mix of young families and retirees; still a great place to live. Challenge is how to support the retirees in an affordable economy. Prescott Valley and Chino Valley all going to fill in. Don't see a downturn or slowdown. This will carry potential for increased need for public safety, schools, etc.

Going to see a different growth pattern – smart growth – already doing some of that. Mayor wants to use these techniques to guide the future. Guiding growth for purposes of mobility, transit. City has embraced transit; question is how to fund it. City to kick off a transit implementation study. Educational facilities – trying to attract 4-year educational facility – potentially NAU linking with Yavapai College for a campus. Preparing LU scenarios for where this might be located.

***The community works through its elected bodies; an interesting thing about Prescott is that the highly educated newcomers are by and large not visibly engaged in the City government.***

***How to engage the new retirees who may represent significant intellectual resources, how to frame the City to be continually attractive to these residents.***

Interested in providing workforce and affordable housing, using creative techniques such as community land trusts, providing developer and property owner incentives such as Reston, VA, Sarasota, FL to maintain more of a "village" feel.

Vision for transit is a moderate, phased approach. Interest for fixed route between or among the municipalities on a modest basis. Dial-a-ride and/or fixed route within the municipalities/Yavapai County, possibly through CYMPO. Region was recently designated a recipient for federal transit funding. So money is there for capital and





planning. No big visions for intensive transit service, however, the region will take the steps necessary.

If the smart growth approach is used effectively, can achieve pods or nodes of residential areas for travel markets that could feed into a transit network. There is an interest in moving people through other modes, and integrating major activity centers, connecting these.

4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?

More as constraints than fatal flaws. There is a significant constraint of terrain. Example: South Mt Vernon Street – beautiful, but with heavy traffic because it's an arterial street. Residents are concerned about this. Looking at alternatives: Building a bypass, rerouting traffic before it gets to South Mt Vernon, but no place to put this alternative.

The Dells – SR 89 as it goes through the Granite Dells. RTP shows demand for additional lanes through this area. This is very unlikely. Willow Creek Road, another N-S corridor, has already been widened as much as it can due to a creek on one side, hillside, homes bounding this area.

There is east-west and north-south capacity demands, but the corridors are just not there to put the highways. The airport area is the growth focus because of its location, at SR 89/SR 89A, and the fact that there is plenty of undeveloped, relatively flat land.

5) Are there environmental concerns you would like to express?

Open space is notably important. There is a significant component of the population that wants open space acquisition/preservation. This creates conflict: want developers to set aside open space, yet need to keep economic engine going. Tax payers voted to set aside part of the 1% sales tax to acquire open space.

Water quality is going to become a more sensitive community issue. Street and highway system contribute to that. City has Watson and Willow Lake (reservoirs, operated as recreational facilities also). State has found issue with the water quality in Watson Lake. This is likely to pose a challenge later; addressing the transportation/land use/water quality relationship.

Population projections in the unincorporated area are significant because of the comparative ease of accessing water in these areas via exempt residential wells. This is presenting a strain on existing water resources.

6) What other groups, agencies, organizations, or individuals do you recommended we include in our outreach efforts for Northern Arizona?

Open Space Advisory Committee of City of Prescott.





APS did a Focused Future II recently for this region. Jane Bristol, Economic Development Director [jane.bristol@cityofprescott.net](mailto:jane.bristol@cityofprescott.net) – a key person who will have insight to share.

Significant property owners:

Cavan Real Estate Investments (planning rep: Steven Voss, LVA Urban Design Studio, Tempe 480.994.0994)

Deep Well Ranch (James family; now working on specific projects with Ty Myers 928.776.1076)

State Land Department (Ed Dietrich)

Yavapai-Prescott Indian Tribe

Kevin Kapp, Superintendent of the School District  
NAU

Yavapai College

Embry Riddle (looking at update to master plan, potential expansion – engineering program, other educational components).

Northern Arizona Interfaith Council (transit advocacy)



**March 3, 2008  
Telephone Conference Calls  
Northern Arizona Framework Study  
Stakeholder Interviews**

**Name: Tim Oliver, Mike Sabatini (Planning Division Director)**

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**Agency/Organization: MCDOT**

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1) What are some of the local and regional issues this project must address in your opinion?

Local issue, although outside of study area - I-17 – needs a frontage road (from Carefree Hwy to county line – Black Canyon City area). Closures on I-17 make the area impassable. Some frontage connections have been identified up to the New River Area, but nothing to Black Canyon City. Terrain west and east of I-17 in vicinity of county boundary – difficult to build alternatives.

I-17 corridor follows Agua Fria River: from an air quality perspective, pollutants migrate upriver in warm weather, and downriver in colder weather. Tendency to hold in pollutants.

Wickenburg area – some large land development potential may be brewing around this area.

Castle Hot Springs Road up into Yavapai County – mostly an unpaved road today. Some development potential on this road, at least on a local level.

Wickenburg, Congress, Yarnell provides a route into the Prescott area. – this is a challenging route.

Alternative route to Flagstaff via Payson may become a popular less traveled corridor.

2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

Between I-17 and Lake Pleasant there is fair amount of developable land there, which would represent some economic components. Improved could enhance economic development into the far reaches of Maricopa County.

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

Eastern portion of Maricopa County is developed, so growth will likely switch to west and northwest sections of Maricopa County. Will drive need future connections north to Wickenburg, I-40, and Vegas. This could be compounded if the CANAMEX corridor



becomes reality, as this would drive intensive economic development at least up through Vegas.

Expect to see mostly bedroom communities, stimulated by the value and cost of the land and the ability for the person to own their own home. Water will be key in how much this develops. Expect to see single story, single family residential development. May see some new higher density compact community development, but still dominated by traditional residential development.

It is our opinion that consumer preference will still be for low density single family residential homes (3-5 units per acre) – We have skepticism that the market demand will change significantly. Don't see a change based on change in choice of fuel for energy consumption. By the time gasoline runs out, there will be new fuel sources to replace gas. Still see strong demand for a traditional single-family home based on the current development patterns and a desire to own their own vehicles.

State doesn't have control over land use; uncoordinated land use approach; live in a personal property rights state, where these rights are strongly honored. State's economy is driven by development and construction.

**Of critical importance – funding. If you want various types of transit to occur, there needs to be dedicated funded identified, otherwise it will be a long time before these modes show up. Look how long it took Phoenix to get light rail.**

4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?

There are physical and environmental constraints in any corridor between Phoenix and Northern Arizona. Don't see water as a fatal flaw. Arizona has ample water, but doesn't have ability to get water transported to where it is needed. Historically, this region has always figured out ways to get water to development. Believes that when the time comes, we'll figure out how to do it. Boils down to economics.

Terrain can be a problem depending on location – Federal lands, Forest Service, problematic, but should be able resolved. No deal killers that we know of.

5) Are there environmental concerns you would like to express?

I-17 corridor follows Agua Fria River: from an air quality perspective, pollutants migrate upriver in warm weather, and downriver in colder weather. Tendency to hold in pollutants.

For new transportation corridors, we suggest trying to stay in areas already impacted by developed – it will be much harder to go into undeveloped or "pristine" areas.

Avoid, minimize and mitigate – reminder.



6) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should know about? Any current discussions with private or public sector that you are able to share with us?

As we found in the Hassayampa Study, the future land use plans are derived by the cities, towns and counties involved. This will focus your modeling work as to what transportation alternatives are justified and needed. Your study can suggest that to consider different transportation alternatives will require that the appropriate planning agencies need to redo their general plans and comprehensive plans. It is the age old chicken or the egg question, which come first the transportation or the land-use?

Focus on data that would be provided by MAG for Maricopa County. The data from Hassayampa Study provides some information on how northwest Maricopa County may impact the border of the Northern Arizona Framework Study. It may also help give you some direction on how you proceed with your study.

7) What other groups, agencies, organizations, or individuals do you recommend we include in our outreach efforts for Northern Arizona? How would you like to be involved as this study unfolds?

Group in New River – New River Community Coordinating Council; Daisy Mountain Fire District; North Valley Partnership – contact Clancy Jayne (was really active in this – not sure if still in existence). Maricopa County Flood Control District – Doug Williams, Planning Group 506-8743.

CANAMEX

8) Are there any other issues you would like to express?

North-South traffic is focused on I-17. Although the MAG region is not part of the study, the region is such a significant resource/ draw to communities in this study, that a big focus of this study will be **how to accommodate this north-south travel**. Regional air traffic today is still provided by Phoenix Sky Harbor and there needs to be convenient travel to this important resource.

Commuter rail would be nice, but Arizona doesn't have existing rail lines or ROW to smaller cities throughout the state as one would find in other parts of the country. This makes providing this type of service an even great challenge to provide.



**Friday, March 7, 2008  
Via Videoconference  
Northern Arizona Framework Study  
Stakeholder Interviews**

**Name: Philip Quochoyewa**

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**Agency/Organization: Hopi Tribal Council Member, Chairman of  
Transportation Task Team**

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1) What are some of the local and regional issues this project must address in your opinion?

Intergovernmental issues – meeting with Legislature.

Fairness in redistribution of tax revenues. Unfairly weighted to the metropolitan areas, against the rural areas.

Respecting the jurisdiction of tribal lands. Need consultation with the tribes on any sensitive issues that may arise. AT same time, we need to have our sovereignty protected.

In the area there are 2.5 million acres of land and about 350+ miles of roads, both paved and unpaved. These roads need to be repaired to accommodate travel in all directions. Need to improve these roads.

Declining revenues is a major issue. Major highways closest to Hopi – I-10. These roads are jurisdictional, and in need of repair. This gives rise to an intergovernmental issue – how to address the maintenance and upgrade needs. Need cooperation between the Hopi, Navajo, and County.

How to go about partnering in funding. Don't have revenues to build roads.

Airport is another major resource (First Mesa Palakka Airport). In order to take advantage of FAA grant, airport had to be redesignated from private to public airport. Existing airport sits about one-quarter of a mile from a Hopi center. Want to develop this to accommodate the type of aircraft that want to use the facility. Now selecting a consultant to do a feasibility study, perhaps to identify alternative sites for the expanded airport and ancillary facilities.

Looking to put in commercial and light industrial development.

Hopi also has land that sits off the reservation which could accommodate an industrial rail spur.





SR 264 needs safety improvements – signalized intersections to prevent fatalities. Replacement of five bridges on the state highways. Erosion has affected these bridges.

Need greater law enforcement presence on the reservation roadways.

2) What do improved transportation facilities mean to the area other than improved mobility (e.g., urban growth, economic development)?

Hopi Nation has coal at the Peabody Mine. This is one of the largest income generating revenues for the tribe. Looking into building a railroad to the Peabody Coal to bring it directly to I-40 to eliminate the use of water by slurry, and to use the rail system to facilitate coal delivery. Looking for direct connection with the BNSF that runs parallel to I-40.

Roadway improvements will facilitate development of the two tribes in the area.

Five planned communities that the Hopi Tribal Council has identified. Access roads to these communities presents a problem. Inclement weather causes people to park along the highway and walk several miles to their residences because of impassable local roads. Need equipment to help address some of the problems of impassable areas.

This affects law enforcement, transportation, school access and attendance. – far reaching throughout the community.

3) What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

12,000+ enrolled members of the Hopi Tribe. Based on the demographics and population, looking at in next 20 years, population will increase to about 18,000. Will need housing, will likely need infrastructure. Once the coal reserves are developed, would like to develop a power plant.

According to the prophecies, people are caretakers of the land. As far as Hopi Tribe is concerned, not here to compete against construction firms to erect buildings, since the Tribe still values the land.

In next 20 years biggest impacts would be shortage of water. Water is probably one of the scarcest resources in the state. Concerned about Phoenix area boom spreading to the Hopi lands. Challenge is to ensure that population growth occurs at reasonable pace with the availability of land, and the ability of land to support population. Mindful of sensitive cultural areas, shrines, monuments and other resources, need to be protected.

There is a wave of new Hopi tribe members coming back to the reservation to re-establish residence. This causes increased demand for all residential/municipal related services, including telecommunication service.



Trying to come up to speed with the rest of the world in terms of technological improvements. Terrain poses challenge. Also poses safety considerations.

Tribe owns property off the reservation. These areas are experiencing development; Hopi can accommodate the retirees in these areas.

4) Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities?

Lands are currently under the trust of the US Government. Any development that might occur needs approval of the Secretary. Some of these constraints may be tied to the regulations of the US Govt. Unwritten Hopi policies in place now that contribute to the environmental constraints. Areas such as springs, trails and places of worship would probably be obstacles to development.

Example – Air strip in Palatka – a shrine is located next to it. This prevents expansion of the airstrip in this area. These are some of the conflicts that the Hopi tribe experiences.

Governmental regulations make economic development difficult for the Tribe – for gaming concerns, as well as environmental.

5) Are there environmental concerns you would like to express?

About 2 years ago a gasoline tanker, while traveling eastbound on 264, within the Hope jurisdiction, the truck ran off the road, overturned and caused a large gasoline spill. This required road closures. Need for emergency services inadequate. Groundwater has been contaminated from this incident. This has hurt the Tribe. Within that two-mile radius, there have been other gas spills from 2 service stations. Also effluent from uranium mines filters into the groundwater system.

Some insurance payments have been made, but still inadequate to reimburse the service providers who assisted with emergency response.

Dump site located in Moenkopi, Tuba City area also contributes to environmental concerns. Have not received real assistance from the EPA. The stream in the area is also contaminated. These concerns have been registered with Region 9 in San Francisco.

Involved in consultation with Yucca Mountain – designated for nuclear waste. Once this is approved in 2017 or so, there have been talks to dispose of some of this waste by road or rail. This is sending a dangerous signal to the tribes. Though there is some element of protection, there is a perpetual danger that exists in the minds of the tribal members.

6) What other groups, agencies, organizations, or individuals do you recommended we include in our outreach efforts for Northern Arizona?



Proposal for a charter school that will accommodate needs for four villages (Grades K through 8). Enrollment expected to be substantial (population on west side). Lobbying Congress for funds to start up first phase of work for construction.

Having serious budgetary problems. Hopi did turn down opportunities for gaming, but may have to look at other ways to handle this fiscal shortfall. Future of the Mojave generating station is questionable. Mojave made money from the coal, but can't seem to find the funds to reduce plant emissions.

Still hoping to be able to be partners in this plant, though it seems unlikely at this time.

Black Mesa coal – two separate mines. One side is being mined, but all product must be shared by the Navajo and the Hopi.

Partnership meeting just attended is long overdue. Local ADOT, meet with Hopi Legislative Body in Transportation. Governor's Office needs to interact with the Hopi.

7) Are there any recent data sources, or other information about future development projects, such as residential and/or commercial, schools, or others that we should know about? Any current discussions with private or public sector that you are able to share with us?

Data submission for roadway inventory should be completed by the end of the year. This should help identify priorities for repair and maintenance.



**April 8, 2008  
Telephone Conference Calls  
Northern Arizona Framework Study  
Stakeholder Interviews**

**Name: Richard Spotts, Environmental Coordinator, Bureau of Land Management.**

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**Agency/Organization: BLM**

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1) What are some of the environmental and conservation issues this project must address in your opinion?

Kanab Creek will be tapped out soon. Water in the area will become a problem. Ability to provide water to this region will determine how much growth can really occur. If Kanab grows with the Lake Powell pipeline, there could be major growth in Fredonia. Uranium mining and milling uptrend can still bring in some growth in population, housing and employment in the Fredonia area.

Five themes:

1. Biological diversity and wildlife issues, ecological systems
  - a. Rare species, endangered and threatened species

Arizona Game and Fish is one of the most innovative states in the nation that is looking at landscape ecology. Transportation planning must minimize and avoid core critical habitats and ecological communities, and provide opportunities for wildlife species to move. Not for altruistic reasons, but also for significant public safety issues –re: potential collisions with large mammals. BLM is satisfied with the leadership roles that ADOT and Game and Fish have been integrating these approaches. Urge to continue to move in this sensitive direction. Need more data to monitor "roadkill" incidents. This kind of program could give good info to tweak this system further. Continue with system of underpasses, etc.

Any areas of particular interest to the BLM? Mojave Desert is habitat for Mojave Desert Tortoise which is Threatened. Sonoran Desert Tortoises not listed as Threatened, but still want to be watchful.

Deer herd in the Kaibab Plateau. Deer collisions on Hwy 89 (although mostly in Utah) somewhat in Arizona.

2. Big issue in St George, or emerging trends – SMART GROWTH. Future planning of communities will determine the type of transportation needed. Anticipate a trend where demand for more compact development will increase, as well as demand for multimodal transportation. The implications on cost of energy will also push this demand for alternatives, as well as concern about global warming and our reliance on fossil fuels. Major trends





up to 2050. Popularly endorsed principles, moving away from sprawl and strip mall developments.

Will need more collaboration between Arizona and Utah transportation plans.

- c) Recreation. Visibility of Visual resources to the traveling public, and wilderness as recreation resources. Some want recreation/wilderness areas to be pristine. The challenge is how to get people to these pristine wilderness areas. Virgin River Gorge area is highly constrained in its topography. Question: how can future transportation facilities can be designed to meet these needs.
- d) May see trend of more co-location of energy and transportation infrastructure. Power lines and pipelines along or near roadways. Transition to more use of plug-in hybrids for personal vehicles (maybe even electric). Maximum range may be about up to 200 miles, before automobile needs a recharge. Future major transportation facilities will need to address this demand.

Also need for solar panels.

- e) A problem is invasive, noxious exotic weeds. These are annual grasses from Europe and Asia that can outcompete some of our native plants, since they can grab space and soil moisture more rapidly than native species. These species die out in the early summer. Summer thunderstorms lead to fires. The species die out is exaggerating the size, magnitude and frequency of these summer fires.

Need to consider the cost of maintaining any wildlife crossings. Tumbleweed tends to accumulate in the culverts, causing a problem for wildlife to use these crossings. Removal of physical obstruction is important in the maintenance program.

2) Any ongoing environmental or conservation plans that the study team can use to document the study?

About to finalize a 6-year process to revise Resources Management Plan for the Strip Source BLM (updated from 1992). All decisions and authorizations need to be consistent with the Resource Mgmt Plan. Final EIS completed some time ago. Pending a notice in the Federal Register to announce the Grand Canyon National Monument on the west, Arizona Strip Field office. Diana Hawks is the planning coordinator. When the notice of availability is placed in the federal register, Diana will have CDs. Also, the information will be posted to the BLM website. (15-20 year plan cycle.)

Available by end of April or early May. Website now contains proposed plans final EIS. Contact Richard to get the GIS datasets.





BLM has been working on energy corridors (for pipelines and powerline rights-of-way) – to investigate future co-location of these with potential transportation facilities. Available on the Arizona BLM website.

Energy Corridors Programmatic EIS on national BLM website (Washington, D.C.)  
Programmatic EIS's for Wind Energy, Geothermal (in progress); about to publish a NOI in the Fed Reg for a solar program, which will have far reaching effects in the state.

US Forest Service in AZ: all or most of the forests were going to do forest planning, similar to BLM's approach. However, has been overturned in court. However in next year or two the Forest Service will resume their planning process.

Other agencies: US Fish and Wildlife Service, who is working on some projects that will affect Arizona Strip: 1) NOI in Fed Reg – Fish and Wildlife of Nevada is putting together a multi-species Virgin River conservation plan that extends into AZ.

US Fish and Wildlife also revising fish and recovery plan for the federally listed Mojave Desert Tortoise population. Now a goal of no net loss of tortoise habitat, or no unmitigated loss. Fish and Wildlife is trying to avoid any large development affecting tortoise habitat without significant mitigation.

Arizona Game and Fish – need coordination re: critical habitats or polygons of environmental importance.

3) Any regional or urban growth developments or economic changes you see in the next 50 years, and how do they relate to the environmental consequences?

Growth in St George, Mesquite area, Lake Powell pipeline.

Water is looming larger as a limiting factor. Energy is going to become more costly. Foresee that this will affect our culture over the long term, resulting in a significant paradigm shift.

If the Lake Powell Pipeline not done in next 15-20 years, there will be no water to support this growth.

Effects on limiting distance travel, use of high speed rail to traverse these long distance travel routes. Looking at new kinds of transportation.

Access is a big issue and a significant criterion for evaluation of conservation areas.

4) Any obstacles or constraints?

As discussed above. Pay attention to National Monument objects in the planning process. National Landscape Conservation System is a movement underway that will contain a grouping of the environmental resources in AZ.

8) How would you like to remain involved?



Do want to be involved, although somewhat uncertain as to how. Prefer to be kept in the loop on future meetings and opportunities to participate. Richard is the point of contact, who will update the BLM on the process.



**"Building a Quality Arizona"**

**Statewide Transportation**  
*Planning Framework*

**Western Regional Framework Study**  
**Community Event Summary Report**  
**April 13, 2008**

### Executive Summary

The matrix that follows summarizes the first round of Community Workshops for the Western Region. The purpose of the Community Workshop was to inform the public and interested parties about the Regional Framework Study process and activities; to present interim products and receive input; and to encourage participants to provide additional ideas and recommendations. The Community Workshops were held from March 24, 2008 through March 27, 2008.

Yuma County	La Paz County	Mohave County
March 24, 2008 5:30 p.m. to 7:00 p.m. Yuma City Hall, Room 190 One City Plaza Yuma, Arizona	March 25, 2008 4:30 p.m. to 6:00 p.m. Quartzsite Senior Center 40 Moon Mountain Road Quartzsite, Arizona	March 27, 2008 5:30 p.m. to 7:00 p.m. Powerhouse Visitor Center 120 W. Route 66 Kingman, Arizona
<ul style="list-style-type: none"> <li>• 17 attendees</li> <li>• Elected official representation</li> <li>• Tribal representation</li> <li>• 45 brochures/business cards distributed</li> <li>• Notification/Invitation process: 221 individuals/agencies/elected officials identified Initial invitation letter and reminder letter sent via email and/or standard mail, and scattered telephone reminders. Chamber and Tourism Groups notified via telephone and by mail.</li> <li>• Newspaper circulation 112,000</li> </ul>	<ul style="list-style-type: none"> <li>• 6 attendees</li> <li>• Elected official participation</li> <li>• Tribal representation</li> <li>• 15 brochures/business cards distributed</li> <li>• Notification/Invitation process: 50 individuals/agencies/elected officials identified Initial invitation letter and reminder letter sent via email and/or standard mail, and scattered telephone reminders. Chamber and Tourism Groups notified via telephone and by mail.</li> <li>• Newspaper circulation 9,500</li> </ul>	<ul style="list-style-type: none"> <li>• 12 attendees</li> <li>• 30 brochures/business cards distributed</li> <li>• Notification/Invitation process: 148 individuals/agencies/elected officials identified Initial invitation letter and reminder letter sent via email and/or standard mail, and scattered telephone reminders. Chamber and Tourism Groups notified via telephone and by mail.</li> <li>• Newspaper circulation 44,500</li> </ul>



The meetings were called to order by Arnold Burnham, Manager, Regional and Statewide Planning Section, Arizona Department of Transportation (ADOT). After a brief introduction of the team members present, Scott Omer, Project Manager, Parsons Brinckerhoff (PB) presented the Western Regional Framework Study opening presentation. The presentation introduced the study, including the purpose and the unique format for soliciting input. The study process and objectives were presented with special emphasis on the importance of community involvement. Progress to date was discussed and the next steps were summarized. Handouts and business cards with the study website address and contact information for Mr. Burnham were distributed.

Following the presentation, Diane Simpson-Colebank and Ellen Carr with Logan Simpson Design Inc. (LSD) facilitated interactive activities and discussion. Ms. Simpson-Colebank concluded the meetings by summarizing the discussion items and providing instruction on accessing the study website to provide additional comments or feedback.

Common themes throughout the Western Region included concern about:

- current transportation congestion
- lack of connectivity of local and regional routes
- need for increased capacity on existing routes
- current community growth plans
- pressures from surrounding communities and the impact on regional and local transportation systems
- need to increase and/or develop new rail capacity as an alternative for freight and passenger transfers.

Additionally, all viewed local, regional, and statewide multimodal transportation as a key to future community sustainability. All of the communities in the Western Region recognized their future depends on increased capacity, regional connectivity, and multimodal options to serve both the residents and commercial interests in the region.

The Yuma County Community workshop was highly interactive. The group activity process allowed for breakout groups to identify local and regional transportation issues and provide input to their vision for transportation in the future. Overall themes highlighted concerns with growth to the south toward Mexico and the increasing demands from cross border commercial and passenger traffic. There was considerable response focusing on increasing the effectiveness of current routes by improving connectivity between local and regional routes with Interstate 8 (I-8). There was wide-spread support for the introduction of a regional loop system with multimodal options to increase the flow of local traffic. Providing rail options for passenger travel to the major surrounding metropolitan areas including Phoenix, Tucson, and cities in California was mentioned as a key component to managing future transportation needs. Rail was also seen as an important factor to economic growth with Yuma as a key point along the Arizona "land bridge."

The La Paz County Community Workshop was not well attended. The few that did attend actively participated in answering the questions posed to them. The





discussion focused on their current transportation issues and the community vision for the future. They identified that the main area of concern for La Paz County was capitalizing on their existing economic base – tourism and planning for future growth. The community also recognizes the importance of establishing passenger rail service and freight service as a valuable tool for future economic growth. Concern was expressed that, due to lower densities in rural communities, future transportation development costs would be significantly higher than in more urbanized regions, yet planned future residential and alternative energy growth will increase pressures on the current transportation system. Because of the low participation and the potential to obtain additional input from the area, the Western Regional Team will consider holding future La Paz county meetings in Lake Havasu City and Bullhead City.

The Mohave County Community Workshop interactive discussion identified issues with congestion, lack of connectivity, lack of a tri-city transit service, and pressures from surrounding communities as chief concerns. In addition, Kingman's location along Interstate 40 (I-40) and the high level of existing commercial traffic challenges local commuters. Planned residential growth in the north part of Mohave County will have serious impacts on the infrastructure of the area with overflow development from Las Vegas and California. Current plans for freight distribution centers and a correctional facility will create the need for multimodal options for the workforce in the community. As with Yuma and La Paz counties, funding for future transit and transportation needs was a major concern.



## Community Event Summary Notes

<b>Date Produced:</b>	April 10, 2008
<b>Meeting:</b>	Western Region Round 1 Workshop–Yuma County Community Event
<b>Date:</b>	March 24, 2008
<b>Location:</b>	Yuma City Hall, Room 190 One City Plaza Yuma, Arizona
<b>Purpose:</b>	The purpose of the Community Event is to inform the public and interested parties about the Regional Framework Study process and activities; to receive input; and to encourage participants to provide additional ideas and recommendations.

**Participants:** Gary Burroughs, City of Yuma  
John Colvin  
Bob DeVrieze, Yuma Roadrunners  
Russ Engel, Arizona Game and Fish Department  
Diane Grider  
Mary Henrikson  
Paul Johnson, City of Yuma  
Armando Leon  
Russell McCloud  
Steve Milken  
Douglas Nicholls  
Paul Patane, ADOT Yuma District  
Mike Shores, City of Somerton  
Lenore Stuart  
Sharon E. Williams, City of San Luis  
Don Young

**Staff members:** Arnold Burnham, Arizona Department of Transportation  
Lucy Shipp, Arizona Department of Transportation  
Scott Omer, Parsons Brinckerhoff  
Carlos Lopez, Parsons Brinckerhoff  
Bill Boothe, DMJM Harris  
Diane Simpson-Colebank, Logan Simpson Design Inc.  
Ellen Carr, Logan Simpson Design Inc.  
Don Kelly, Logan Simpson Design Inc.

The Community Event was called to order at 5:30 p.m. by Arnold Burnham, Manager, Regional and Statewide Planning Section, Arizona Department of Transportation (ADOT). Councilmember Paul Johnson, City of Yuma, delivered welcome remarks.



### **Overview of Presentation**

After a brief introduction of the team members present, Scott Omer, Project Manager, Parsons Brinckerhoff (PB), presented the Western Regional Framework Study opening presentation. The presentation introduced the study, including the purpose and the unique format for soliciting input. The study process and objectives were presented with special emphasis on the importance of community involvement. Progress to date was discussed and the next steps were summarized.

### **Summary of Community Event Discussion**

Diane Simpson-Colebank with Logan Simpson Design Inc. (LSD) introduced the interactive group activity planned to gain information on local and regional destinations, current conditions, and modes of travel. Diane Simpson-Colebank and Ellen Carr, also with LSD served as facilitators for the two groups. Groups were gathered around local and regional maps and provided color coded stickers to use during the exercise. Local and regional information was gathered using the following questions. The participants prioritized their responses using a color coded numbering system. Recorders documented the responses.

#### **Question 1- What are your top local destinations? (Listed in order of priority starting with the more frequent destination)**

- "The Big Curve" Shopping Center
- Yuma Palms Regional Shopping
- Yuma Proving Ground (YPG)
- Marine Corps Air Station Yuma
- Sam's Club
- Tamarak Market
- Wal-Mart (Pacific)
- 24<sup>th</sup> Street and Arizona
- Medical facility – Avenue B and 24<sup>th</sup> Street
- Hospital
- Foothills Hardware, Fry's Plaza
- Home Depot
- Avenue 3E and 24<sup>th</sup> Street

#### **Question 2- How do you get to those destinations today?**

- Personal car
- Yuma County Area Transit (YCAT)

#### **And what method of transportation would you like to use in an ideal world and what prevents you from using those methods?**

- Bicycle – not many areas safe to ride
- Subway or light rail if it existed
- Personal preference
- Use personal vehicle out of habit and culture
- YCAT problems include inconvenient schedule and routes and lack of transfer options

**Question 3- What and where are the local problems you encounter?**

Problems:

- Lack of multi-use paths
- Lack of bike lanes
- Lack of pedestrian paths
- Lack of capacity
- Variable and unpredictable road widths
- Congestion – especially on SR 95
- Overall lack of connectivity, including from older neighborhoods to newer subdivisions
- Lack of direct routes
- Emergency vehicle access – lack of consistent numbering
- Visibility issues due to landscaping
- Lack of alternative fuels and fueling stations

Problem areas:

- Frontage Road off I-8 and the South Frontage Road
- 4<sup>th</sup> Avenue and 24<sup>th</sup> Street – capacity
- Avenue A and 24<sup>th</sup> Street - capacity
- Avenue 3E and I-8 to 24<sup>th</sup> Street – capacity
- 24<sup>th</sup> Street between Canal and Avenue B, raised medians
- 24<sup>th</sup> Street to Araby - capacity
- 16<sup>th</sup> Street and 4<sup>th</sup> Avenue – capacity
- 16<sup>th</sup> Street between Avenue B and Pacific – lights not timed, capacity
- County 14<sup>th</sup> from 15B to Somerton
- Two-lane road to YPG - 2000 vehicles between 6:00 a.m. and 6:30 a.m. and again between 4:40 p.m. and 5:00 p.m.
- 1<sup>st</sup> Street and 4<sup>th</sup> Avenue (left-turn lane)
- Giss Parkway and Freeway exit – dangerous
- Signal timing on bridge
- Somerton Avenue and the connection between South County and I-8
- At-grade railroad crossings
- Fortuna Road traffic interchange, especially with the population increase from winter visitors - capacity.

**Question 4-What are your top regional destinations? (Listed in order of priority starting with the most frequent destination)**

- Phoenix Airport and Phoenix Area
- San Diego
- Tucson
- Laughlin / Las Vegas
- Wellton
- Kofa Mountains
- South County connections into Yuma
- Algodones
- El Golfo
- Prescott

### **Questions 5- How do you get to those regional destinations today?**

- Personal vehicle
- Bus to Las Vegas, Laughlin, and Phoenix

### **And what method of transportation would you like to use in an ideal world and what prevents you from using those methods?**

- Light rail to Phoenix, Tucson, and San Diego – does not exist
- Cost effective shuttles to regional destinations – change the fee structure so that rates for multi-person groups are discounted rather than charged per person so this option becomes more affordable than using a personal vehicle
- Intelligent cars on rail – does not exist
- Fly – cost, schedule and access
- Constraints to using alternative methods–cost, schedule and access
- Convenience and availability – parking facilities with access to multimodal options
- Will use multimodal when it becomes too inconvenient to drive

### **Question 6- What and where are the regional problems you encounter?**

- SR 85
- I-10 and US 95 in Quartzsite
- I-8 west out of Tucson, two lanes, capacity
- I-8 to and from San Diego
- I-10 west of Phoenix, congestion and delays occurring farther outside of city limits
- I-10, getting through Tucson
- Border patrol and check points
- US 95, north of Yuma
- Lack of adequate routes from South County to Yuma
- No alternative ingress and egress within newer subdivisions
- River crossings
- Weight of commercial vehicles causes road damage
- East/West corridors – need more connections and capacity

### **Question 7-What are the most important issues affecting your community as it grows?**

- Traffic Congestion
- Funding
- North/south and east/west Corridors
- Water
- Pollution – air and trash
- Land use changes
- Unemployment
- Protecting military facilities
- Immigration (illegal)
- Medical facilities – capacity
- Crime
- Lack of regional loop, especially considering new Port of Entry (POE)
- Seasonal visitors and large vehicles





- Need connectors at San Luis and Avenue E and US 95 and Avenue E at the Area Service Highway (ASH) along County 19
- Need walkable communities, more services closer to homes
- Need alternative fuels
- Integrated mass transit between local and regional destinations
- Interconnected rail system
- Effective transportation legislation
- Aging population and access to healthcare and community services
- Border crossings (passenger and freight)
- Alternative to I-8 for east/west corridor, particularly from Algodones to Foothills area
- Better lighting, signage and striping
- Use lagging left turns
- Eliminate raised medians
- Add raised medians
- Longer turn lanes

### **Summary Points**

Diane Simpson-Colebank concluded the meeting by summarizing the discussion items from each group, referencing the comment cards, and providing instruction on accessing the study website to provide additional comments or feedback.

### **Adjourn**

Meeting Adjourned – 7:00pm

Meeting summary notes prepared by:

Diane Simpson-Colebank/Ellen Carr/Scott Omer

Contact: [dsimpson@lsdaz.com](mailto:dsimpson@lsdaz.com)/[ecarr@lsdaz.com](mailto:ecarr@lsdaz.com)/[Omer@pbworld.com](mailto:Omer@pbworld.com)

## Community Event Summary Notes

<b>Date Produced:</b>	April 10, 2008
<b>Meeting:</b>	Western Region Round 1 Workshop–La Paz County Community Event
<b>Date:</b>	March 25, 2008
<b>Location:</b>	Quartzsite Senior Center 40 Moon Mountain Road Quartzsite, Arizona
<b>Purpose:</b>	The purpose of the Community Event is to inform the public and interested parties about the Regional Framework Study process and activities; to receive input; and to encourage participants to provide additional ideas and recommendations.

**Participants:** Dan Field, Town of Quartzsite  
Gregory Fisher, Colorado River Indian Tribes (CRIT)  
Carolyn Guthrie, Town of Quartzsite  
Rob Holt  
Paul Patane, ADOT Yuma District  
Bryan Ryley

**Staff members:** Arnold Burnham, ADOT  
Michele Beggs, ADOT  
Scott Omer, PB  
Carlos Lopez, PB  
Bill Boothe, DMJM Harris  
Diane Simpson-Colebank, LSD  
Ellen Carr, LSD  
Don Kelly, LSD

The Community Event was called to order at 4:30 p.m. by Arnold Burnham, Manager, Regional and Statewide Planning Section, ADOT.

### **Overview of Presentation**

After a brief introduction of the team members present, Scott Omer, Project Manager, PB, presented the Western Regional Framework Study opening presentation. The presentation introduced the study, including the purpose and the unique format for soliciting input. The study process and objectives were presented with special emphasis on the importance of community involvement. Progress to date was discussed and the next steps were summarized.

### **Summary of Community Event Discussion**

Diane Simpson-Colebank, with LSD served as facilitator. An interactive activity was planned to gain information on local and regional destinations, current conditions, and modes of travel. The group size made it necessary to shift the design of the



workshop to a facilitated a discussion of current issues in the community and gathering input on the vision for future transportation alternatives.

### **Question 1-What are the regional issues that should be addressed by the Western Regional Transportation Framework Study**

- 16,000 acres of land located west of Quartzsite, and north and south of I-10 was recently given back to the Colorado River Indian Tribes and has the potential for being developed
- BLM has identified 4400 acres of land for disposal along SR 95
- The Town of Quartzsite recently annexed land past Gold Nugget Road so that the town now encompasses 110 square miles to plan for future development and secure water allocation from Colorado River; the town is also positioning itself to expand and acquire BLM lands slated for future disposal
- Yuma Proving Ground (YPG) possible expansion up to mile post 90
- Ensure connectivity in the US 95 Corridor from San Luis to North of I-8
- North/South corridors are needed to link I-8, I-10, and I-40
- Coordinate with California for needs along CA 95 between Blythe and Needles
- Connectivity between Arizona and California – "many people use both sides"
- Rural traffic interchanges are obsolete and need to be upgraded to handle current and projected capacity – little to no funding exists
- Developers cannot fund rural traffic interchange upgrades and impact fees can cause adverse economic impact
- Collaboration between California and Arizona departments of transportation
- Separation of commercial truck traffic, passenger vehicles and recreational traffic
- Issues of delineation of flood plain on current transportation corridors and in planning for future corridors
- Need for walkable community and development of multi-use paths and trails
- Off Highway Vehicle (OHV) use on historic roadways
- Colorado River Indian Tribes(CRIT) retain or enhance access to water courses through the reservation for recreational and other economic development opportunities
- Route 1 and Magnus Wilson Bridge Crossing
- Need for Regional county transit service between Quartzsite, Parker, Blythe, and Lake Havasu to supplement Quartzsite transit which makes weekly runs to Blythe, Yuma and Parker for full time residents and seasonal visitors
- Increase capacity and frequency for Quartzsite transit services
- Ehrenburg and Rainbow Acres residents need access to transportation for medical needs

### **Question 2-What plans exist that impact transportation planning?**

- Regional airport between Quartzsite and Parker planned
- Southern California Association of Governments Regional Transportation Plan – plans to improve CA 95 and create a four lane super highway
- It would be helpful for the CRIT to have California data included in the Western Arizona Regional Transportation Study and include details on the Ehrenburg Road exit
- A new underground mine operation (Goldmine – Bonanza Mining Company) potentially may be established 6 miles north of Quartzsite



- Plans for expansion of county landfill that provides regional service and includes California

#### **Question 3-What changes and trends might impact regional transportation?**

- Increase in demand for more walkable community
- In a rural community, people will still drive personal vehicles
- Some may carpool

#### **Question 4-What is your vision for transportation in the future?**

- Expansion of Quartzsite to possibly eclipse Parker
- Development of Quartzsite as a recreation area with walkable activities and other outdoor activities
- Commercial and residential expansion along US 95 through Parker
- Roads not slurry or chip sealed
- Roads with curbs and gutters
- Arizona Department of Environmental Quality (ADEQ) acceptable sewer lines
- CRIT becomes a powerhouse in the area with more commercial development and plenty of water
- Growth in Salome and Bouse – plus water supply
- Growth of "snowbird areas" to include golf courses
- Support for community and seasonal residents
- Good transit
- More truck traffic
- Wider lanes to accommodate RV traffic
- Possible commercial and residential area on CA 95 going toward Lakeside
- I-10 widen to three lanes from Indio to Goodyear
- I-10 constructed out of concrete to ease road maintenance issues massive truck traffic competing for roadway capacity with passenger and recreational traffic.

#### **Summary Points**

Diane Simpson-Colebank concluded the meeting by summarizing the discussion items, referencing the comment cards and providing instruction on accessing the study website to provide additional comments or feedback.



**Adjourn**

Meeting Adjourned – 6:00pm

Meeting summary notes prepared by:

Diane Simpson-Colebank/Ellen Carr/Scott Omer

Contact: [dsimpson@lsdaz.com](mailto:dsimpson@lsdaz.com)/[ecarr@lsdaz.com](mailto:ecarr@lsdaz.com)/[Omer@pbworld.com](mailto:Omer@pbworld.com)





## Community Event Summary Notes

<b>Date Produced:</b>	April 10, 2008
<b>Meeting:</b>	Western Region Round 1 Workshop–Mohave County Community Event
<b>Date:</b>	March 27, 2008
<b>Location:</b>	Powerhouse Visitor Center 120 W. Route 66 Kingman, Arizona
<b>Purpose:</b>	The purpose of the Community Event is to inform the public and interested parties about the Regional Framework Study process and activities; to receive input; and to encourage participants to provide additional ideas and recommendations.

**Participants:** David Bell, Havasu News  
Kevin Davidson, Mohave County  
Tom Duranceau, City of Kingman  
Don Ferrell  
Gary Jeppson, City of Kingman  
Jim Kanelos  
Mike Kondelis, ADOT Kingman District  
Bob Martin  
Fred Roehrick, FedEx Freight  
Catherine Rumney  
Ruben Sanchez  
Betty Stimson

**Staff members:** Arnold Burnham, ADOT  
Scott Omer, PB  
Carlos Lopez, PB  
Bill Boothe, DMJM Harris  
Ellen Carr, LSD  
Don Kelly, LSD

The Community Event was called to order at 5:30 p.m. by Arnold Burnham, Manager, Regional and Statewide Planning Section, Arizona Department of Transportation.

### **Overview of Presentation**

After a brief introduction of the team members present, Scott Omer, Project Manager, PB, presented the Western Regional Framework Study opening presentation. The presentation introduced the study, including the purpose and the unique format for soliciting input. The study process and objectives were presented with special emphasis on the importance of community involvement. Progress to date was discussed and the next steps were summarized.

### **Summary of Community Event Discussion**

Ellen Carr with LSD served as facilitator. An interactive activity was planned to gain information on local and regional destinations, current conditions, and modes of travel. The group size made it necessary to shift the design of the workshop to a facilitated discussion of current issues in the community and gathering input on the vision for future transportation alternatives.

### **Question 1- What are your top 5 destinations within your community and region?**

- Kingman to Tucson to Ajo – US 93 should connect with SR 85
- Golden Valley to Kingman
- SR 66 West from Kingman to Sacramento Valley
- Kingman to Las Vegas via US 93
- Kingman to Bullhead City via SR 68
- SR 95
- Flagstaff
- Phoenix
- Prescott
- Golden Valley to Chloride
- Bullhead City to Henderson, NV
- Bullhead City to Lake Havasu City
- Via SR 66 to Stockton Hill and Hualapai, converge to Kingman
- Many destinations within Kingman – local routes

### **Question 2- How do you get to those destinations?**

- Personal car – using local transit is \$3.20

### **Question 3- What and where are the problems you encounter?**

- Lack of connectivity within Kingman
- Need additional access to Laughlin from Bullhead City (another bridge)
- Lack of locations of railroad crossings
- Need throughway streets to Bullhead City from SR 95 to Parker
- The Las Vegas turnoff (US 93 and I-40 connection) is dangerous
- Kingman to Oatman, along historic SR 66 needs bike lane, currently no shoulder
- Kingman needs more pedestrian and bike friendly routes
- There is no good access to SR 95 – need to backtrack due to lack of connectivity
- SR 95 in the Lake Havasu City area needs bicycle lanes and better signal timing
- SR 95 from Yuma to Bullhead City – busy recreation corridor
- Increased truck traffic along SR 68 due to the closure of Hoover Dam access

### **Question 4-If you woke up tomorrow and population is doubled, and/or gas prices reach \$5.00 per gallon, how would you get to your regular destinations?**

- Walk – if it is safe and logical
- Pedestrian friendly access from 4<sup>th</sup> Avenue to Hualapai
- Regional rail to destination cities with local rail connectors



- Affordable and timely transit with a wide range of destinations (price + schedule)
- Transit oriented development
- Regional affordable aviation options

### **Question 5-What are the most important issues affecting your community as it grows?**

- Make smart land use decisions that support transit system
- Air quality
- Visual degradation
- Water availability
- Healthcare access issues
- Fuel prices
- Develop new technologies – such as telecommuting
- Recognize that Mohave County is urbanized and most people live in an urban community
- Trips along SR 68 could double due to growth
- Lack of available emergency services
- Need to plan for an alternative route in an effort to preserve SR 66 as a historic roadway
- Need to provide more bicycle lanes

### **Summary Points**

Scott Omer concluded the meeting by summarizing the discussion items, referencing the comment cards, and providing instruction on accessing the study website to provide additional comments or feedback.

### **Adjourn**

Meeting Adjourned – 7:00pm

Meeting summary notes prepared by:

Diane Simpson-Colebank/Ellen Carr/Scott Omer

Contact: [dsimpson@lsdaz.com](mailto:dsimpson@lsdaz.com)/[ecarr@lsdaz.com](mailto:ecarr@lsdaz.com)/[Omer@pbworld.com](mailto:Omer@pbworld.com)



# **Western Area Framework Study Round 1 Focus Group Workshops Summary Report**

**April 13, 2008**



### Executive Summary

The matrix that follows summarizes the first round of Focus Group workshops for Environmental/ Conservation, Multimodal/Commercial Transportation, and Business/Development interests within the Western Regional Framework study area. The purpose of these workshops was to bring together individuals with specific expertise and/or special interests within each of the focus group topics. The intent of the focus groups was not to reach consensus, but to encourage interactive dialogue and to generate ideas, reactions, and issues from the various points of view. Focus Group workshops were conducted from March 24, 2008 through March 27, 2008 (refer to Table 1. Round 1 Western Regional Focus Group Workshops).

The meetings were called to order by Arnold Burnham, Manager, Regional and Statewide Planning Section, Arizona Department of Transportation (ADOT) with the exception of the Yuma Transportation Focus Group. That meeting was called to order by Lucy Shipp, Public Involvement Officer, Communications and Community Partnerships (CCP), ADOT. After a brief introduction of the team members present, Scott Omer, Project Manager, Parsons Brinckerhoff (PB) presented the Western Regional Framework Study opening presentation. The presentation introduced the study, including the purpose and the unique format for soliciting input. The study process and objectives were presented with special emphasis on the importance of community involvement. Progress to date was discussed and the next steps were summarized. Handouts and business cards with the study website address and contact information for Mr. Burnham were distributed.

Following the presentation, Diane Simpson-Colebank, with Logan Simpson Design Inc. (LSD) facilitated interactive discussion within each focus group using the question sets listed below. Ms. Simpson-Colebank concluded the meetings by summarizing the discussion items and providing instruction on accessing the study website to provide additional comments or feedback.

#### Environmental/Conservation Focus Groups

1. What are the regional environmental or conservation issues that the Regional Framework Study must address?
2. Are there environmental and conservation plans currently underway that will or can impact future transportation facilities within the region?
3. What regional urban growth/developments and economic changes do you see occurring in the next 50 years and how they might relate to environmental/conservation objectives? How should regional transportation planning address these issues?
4. Are there environmental/conservation issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?
5. Are there additional issues you believe that the Regional Framework Study should address specifically as it relates to the environment and conservations interests?
6. How would you like to be involved as the process unfolds? Who else should be involved representing environmental/conservation issues?

Table I. Round 1 Western Regional Framework Focus Group Workshops



### **Multimodal/Commercial Transportation Focus Groups**

1. What are the regional multimodal and commercial transportation issues that the Regional Framework Study must address?
2. What transportation modes can share alignments and where should they do so within the region? What modes should operate in separate corridors, and where within the region?
3. When you look to the future (2050 and beyond) what are the multimodal transportation and commercial transportation trends occurring and how should regional transportation planning address these issues?
4. Are there transit options that can be developed or expanded within the region to serve future employment centers?
5. Are there multimodal/commercial transportation issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?
6. Are there additional issues you believe that the Regional Framework Study should address specifically as it relates to multimodal/commercial transportation interests?
7. How would you like to be involved as the process unfolds? Who else should be involved representing multimodal/commercial transportation interests?

### **Business / Development Focus Groups**

1. What are the regional business and development issues that the Regional Framework Study must address?
2. Are there economic development plans (municipal, regional, Tribal, or private) currently underway that will or can impact future transportation facilities within the region?
3. When you look to the future (2050 and beyond) what are the urban growth/developments, business, and global trends or other economic changes do you see occurring and how should regional transportation planning address these issues?
4. Identify the future major activity centers within the region that should be served by transportation facilities?
5. Are there alternative modes that can be developed or expanded to serve these planned activity centers?
6. Are there business/development issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?
7. Are there additional issues you believe the Regional Framework Study should address specifically as it relates to the business/development interests?
8. How would you like to be involved as the process unfolds? And who else should be involved representing business/development interests?



<b>Yuma County Meetings</b> Yuma City Hall, Room 190 One City Plaza Yuma, Arizona	<b>La Paz County Meetings</b> Parker Senior Center 1115 West 12 <sup>th</sup> Street Parker, Arizona	<b>Mohave County Meetings</b> Powerhouse Visitor Center 120 West Route 66 Kingman, Arizona
<b>Yuma Multimodal/Transportation Focus Group</b> <ul style="list-style-type: none"> <li>• March 24, 2008, 2:00 p.m.- 3:30 p.m.</li> <li>• 16 Attendees</li> <li>• 30 Handouts/Business Cards</li> <li>• Elected Official Participation</li> <li>• Notification / Invitation Process <ul style="list-style-type: none"> <li>- 112 individuals / agencies / elected officials identified</li> <li>- Initial invitation letter and reminder letter sent via email and/or standard mail with some telephone reminders</li> <li>- Chamber and Tourism Groups notified via telephone and by mail</li> </ul> </li> </ul>	<b>Parker Multimodal/Transportation Focus Group</b> <ul style="list-style-type: none"> <li>• March 26, 2008, 10:30 a.m.- 12:00 p.m.</li> <li>• 0 Attendees</li> <li>• 0 Handouts/Business Cards</li> <li>• Notification / Invitation Process <ul style="list-style-type: none"> <li>- 36 individuals / agencies / elected officials identified</li> <li>- Initial invitation letter and reminder letter sent via email and/or standard mail with some telephone reminders</li> <li>- Chamber and Tourism Groups notified via telephone and by mail</li> </ul> </li> </ul>	<b>Kingman Multimodal/Transportation Focus Group</b> <ul style="list-style-type: none"> <li>• March 27, 2008, 10:30 a.m.- 12:00 p.m.</li> <li>• 13 Attendees</li> <li>• 15 Handouts/Business Cards</li> <li>• Tribal Representation</li> <li>• Elected Official Participation</li> <li>• Notification / Invitation Process <ul style="list-style-type: none"> <li>- 94 individuals / agencies / elected officials identified</li> <li>- Initial invitation letter and reminder letter sent via email and/or standard mail with some telephone reminders</li> <li>- Chamber and Tourism Groups notified via telephone and by mail</li> </ul> </li> </ul>
<b>Yuma Environmental/Conservation Focus Group</b> <ul style="list-style-type: none"> <li>• March 25, 2008, 7:30 a.m.- 9:00 a.m.</li> <li>• 9 Attendees</li> <li>• 20 Handouts/Business Cards</li> <li>• Tribal Representation</li> <li>• Notification/Invitation Process <ul style="list-style-type: none"> <li>- 90 individuals / agencies / elected officials identified</li> <li>- Initial invitation letter and reminder letter sent via email and/or standard mail with some telephone reminders</li> <li>- Chamber and Tourism Groups notified via telephone and mail</li> </ul> </li> </ul>	<b>Parker Environmental/Conservation Focus Group</b> <ul style="list-style-type: none"> <li>• March 26, 2008, 10:30 a.m.- 12:00 p.m.</li> <li>• 0 Attendees</li> <li>• 0 Handouts/Business Cards</li> <li>• Notification / Invitation Process <ul style="list-style-type: none"> <li>- 22 individuals / agencies / elected officials identified</li> <li>- Initial invitation letter and reminder letter sent via email and/or standard mail with some telephone reminders</li> <li>- Chamber and Tourism Groups notified via telephone and by mail</li> </ul> </li> </ul>	<b>Kingman Environmental/Conservation Focus Group</b> <ul style="list-style-type: none"> <li>• March 27, 2008, 7:30 a.m.- 9:00 a.m.</li> <li>• 6 Attendees</li> <li>• 15 Handouts/Business Cards</li> <li>• Tribal Representation</li> <li>• Notification / Invitation Process <ul style="list-style-type: none"> <li>- 48 individuals / agencies / elected officials identified</li> <li>- Initial invitation letter and reminder letter sent via email and/or standard mail with some telephone reminders</li> <li>- Chamber and Tourism Groups notified via telephone and by mail</li> </ul> </li> </ul>



<b>Yuma Business/Development Focus Group</b> <ul style="list-style-type: none"><li>• March 25, 2008, 10:30 a.m.- 12:00 p.m.</li><li>• 11 Attendees</li><li>• 30 Handouts/Business Cards</li><li>• Elected Official Representation</li><li>• Notification / Invitation Process<ul style="list-style-type: none"><li>- 81 individuals / agencies / elected officials identified</li><li>- Initial invitation letter and reminder letter sent via email and/or standard mail with some telephone reminders</li><li>- Chamber and Tourism Groups notified via telephone and mail</li></ul></li></ul>	<b>Parker Business/Development Focus Group</b> <ul style="list-style-type: none"><li>• March 26, 2008, 7:30 a.m.- 9:00 a.m.</li><li>• 4 Attendees</li><li>• 15 Handouts/Business Cards</li><li>• Notification / Invitation process –<ul style="list-style-type: none"><li>- 29 individuals / agencies / elected officials identified</li><li>- Initial invitation letter and reminder letter sent via email and/or standard mail with some telephone reminders</li><li>- Chamber and Tourism Groups notified via telephone and by mail</li></ul></li></ul>	<b>Kingman Business /Development Focus Group</b> <ul style="list-style-type: none"><li>• March 27, 2008, 2:00 a.m.- 3:30 p.m.</li><li>• 5 Attendees</li><li>• 12 Handouts/Business Cards</li><li>• Tribal Representation</li><li>• Elected Official participation</li><li>• Notification / Invitation process<ul style="list-style-type: none"><li>- 62 individuals / agencies / elected officials identified</li><li>- Initial invitation letter and reminder letter sent via email and/or standard mail with some telephone reminders</li><li>- Chamber and Tourism Groups notified via telephone and by mail</li></ul></li></ul>
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Common themes throughout the Round 1 Western Regional Focus Group workshops included concern about:

- current transportation congestion
- lack of connectivity of local and regional routes
- the need for increased capacity on existing routes
- current community growth plans
- pressures from surrounding communities
- impact on regional and local transportation systems
- need to increase and/or develop new rail capacity as an alternative for freight and passenger transfers
- lack of funding to local communities to support planned growth
- potential for decrease of federal Transportation Management Area (TMA) funding based on future community growth

Additionally, all viewed local, regional, and statewide multimodal transportation as a key to future community sustainability. The communities in the Western Region recognized their future depends on increased capacity, regional connectivity, and multimodal options to serve both the residents and commercial interests in the region. Participants from all three counties expressed the need for retention of open space, habitat, and recreational opportunities to ensure the sustainability of existing tourism and agricultural business.

Yuma County Focus Groups highlighted concerns with growth to the south toward Mexico and the increasing demands from cross border commercial and passenger traffic. There was considerable response focusing on increasing the effectiveness of current routes by improving connectivity between local and regional routes with Interstate 8 (I-8). There was also wide-spread support for the introduction of a regional loop system with multimodal options to increase the flow of local traffic. Providing rail options for passenger travel to the major surrounding metropolitan areas including Phoenix, Tucson, and cities in California was mentioned as a key component to managing future transportation needs. Rail was also seen as an important factor to economic growth with Yuma as a key point along the Arizona "land bridge."

La Paz County Focus Groups were not well attended. The main area of concern for La Paz was capitalizing on their existing economic base – tourism. The community also recognizes the importance of establishing passenger rail service and freight service as a valuable tool for future economic growth. Concern was expressed that, due to lower densities in rural communities, future transportation development costs would be significantly higher than in more urbanized regions, yet planned future residential and alternative energy growth will increase pressures on the current transportation system.

Mohave County Focus Groups concerns mirrored many of those discussed for Yuma County. Current issues with congestion, lack of connectivity, lack of a tri-city transit service, and pressures from surrounding communities were chief concerns. In addition, Mohave County's location along Interstate 40 (I-40) and the high level of existing commercial traffic presents difficulty for local commuters. Planned



residential growth in the north part of Mohave County will have substantial impacts on the infrastructure of the area with overflow development from Las Vegas and California. Current plans for freight distribution centers and a correctional facility will create the need for multimodal options for the workforce in the community. As with Yuma and La Paz counties, funding for future transit and transportation needs was a major concern.

## Yuma County Focus Group Summaries

The following table provides information of the issues identified from the initial round of Focus Group Meetings.

**Regional Framework Study:** Western Area Framework Study

**Assessment Completed By:** Diane Simpson-Colebank / Ellen Carr / Scott Omer

**Contact Information:** dsimpson@lsdaz.com

MEETING NAME / KEY STATISTICS	QUESTION	RESPONSE
<b>Yuma Multimodal/Transportation Focus Group</b> <ul style="list-style-type: none"> <li>March 24, 2008 2:00 p.m.-3:30 p.m.</li> <li>16 Attendees</li> <li>30 Handouts/Business Cards</li> <li>Elected Official Participation</li> <li>Notification / Invitation Process <ul style="list-style-type: none"> <li>112 individuals / agencies / elected officials identified</li> <li>Initial invitation letter and reminder letter sent via email and/or standard mail with some telephone reminders</li> <li>Chamber and Tourism Groups notified via telephone and by mail</li> </ul> </li> </ul>	1. What are the regional multimodal and commercial transportation issues that the Regional Framework Study must address?	<ul style="list-style-type: none"> <li>System wide congestion <ul style="list-style-type: none"> <li>16<sup>th</sup> Street /US 95, 32<sup>nd</sup> Street</li> <li>County 14th corridors</li> <li>SR 195 truck traffic, possibility of three-fold increase</li> <li>Inbound from San Luis – non commercial and growth toward Yuma</li> <li>Connectivity across canals and through communities leading to Interstate</li> <li>4<sup>th</sup> Avenue and 16<sup>th</sup> Street, lack of access management and signal timing</li> </ul> </li> <li>Population growth of Mexico</li> <li>Limited direct access to I-8 from Somerton</li> </ul>





**Statewide Transportation**  
Planning Framework

MEETING NAME / KEY STATISTICS	QUESTION	RESPONSE
		<p>and all three Cocopah Reservations</p> <ul style="list-style-type: none"> <li>• Limited access to I-8 for residential development on west side of Yuma</li> <li>• From San Luis – only two routes are US 95 and Avenue B</li> <li>• Need possible corridor between Avenue D and (D1/2) north to connect to Yuma Loop</li> <li>• Connectivity from SR 195 – US 95</li> <li>• Continuous Loop (1988 <i>City Transit Report prepared by Parsons Brinkerhoff recommended expansion to a full urban loop</i>) adopted twice by City Council and submitted to Congress</li> <li>• Needed expansion of I- 8 through Gila Mountains – currently 45 mph</li> <li>• Possible Deep Water Container Port in Mexico without railroad spur could increase traffic</li> <li>• New port of entry (POE) or expanded POE at Los Algodones</li> <li>• Circulator route in Foothills and San Luis needs to increase from 65 minutes to every 15 minutes</li> <li>• Continue to expand Yuma County Area Transit (YCAT) system to serve senior citizens</li> </ul>



**Statewide Transportation**  
Planning Framework

MEETING NAME / KEY STATISTICS	QUESTION	RESPONSE
		<ul style="list-style-type: none"> <li>• Expand YCAT service for upper level students to ease school transit issues and provide after school transportation. Currently includes all Yuma High Schools, but does not serve Somerton or other rural areas</li> <li>• Need more bus pullouts</li> <li>• Concerned about locating a railway corridor at Avenue E and impacting valuable commercial corridor</li> <li>• Establish rail corridor at Avenue D</li> <li>• Unpaved roads are an issue for school bus traffic</li> <li>• New subdivisions require school bus stops</li> <li>• Pedestrian and bicycle routes need safety improvements</li> <li>• Bicycle lanes on 4<sup>th</sup> Avenue</li> </ul>
	2. What transportation modes can share alignments and where should they do so within the region? What modes should operate in separate corridors, and where within the region?	<ul style="list-style-type: none"> <li>• I-8 and Freeway Loop contain dedicated bus lanes</li> <li>• Separation or stagger freight traffic from local non-complimentary uses</li> <li>• US 95 north of Yuma (Western Passage) of CanaMex corridor</li> <li>• 8<sup>th</sup> Street continued for east/west corridor</li> <li>• Union Pacific (UP) Rail Line from possible future deep water</li> </ul>

## Statewide Transportation Planning Framework

MEETING NAME / KEY STATISTICS	QUESTION	RESPONSE
		<p>container port – ideal would be to align with SR 195</p> <ul style="list-style-type: none"> <li>Consider natural gas pipeline and refineries for mega corridor to include utilities, rail and roadway – 1,000 foot</li> <li>Opportunity for corridors limited unless funds exist to purchase "a whole lot of right of way"</li> </ul>
	<p>3. When you look to the future (2050 and beyond) what are the urban growth / developments, business, and global trends or other economic changes do you see occurring and how should regional transportation planning address these issues?</p>	<ul style="list-style-type: none"> <li>People are not willing to talk about rail options</li> <li>Current 40 – 45 trains per day will continue to increase</li> <li>Passenger rail plus increase in capacity for freight</li> <li>Dual corridors with passengers and commercial</li> <li>Upper and lower corridors</li> <li>Develop ways to keep traffic moving</li> <li>Community-based schools with greater walk zones, eliminate parent drop off</li> <li>Create safe zones for communities</li> <li>Multimodal and networked mass transit, more convenient and economical</li> <li>Advent of technology – change the way people travel, MPV (multiple passenger vehicles) operated by global positioning</li> </ul>

## Statewide Transportation Planning Framework

MEETING NAME / KEY STATISTICS	QUESTION	RESPONSE
		system (GPS) <ul style="list-style-type: none"> <li>• Alternative power sources</li> <li>• Get people out of personal vehicles by changing urban growth pattern – sprawl vs. multi family development</li> </ul>
	4. Are there transit options that can be developed or expanded within the region to serve future employment centers?	<ul style="list-style-type: none"> <li>• More dense urban development patterns – transit-oriented development</li> <li>• Funding sources</li> <li>• Educating public on economic and efficiency benefits of freight/multimodal uses vs. trucks only freight</li> </ul>
	5. Are there multimodal / commercial transportation issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?	<ul style="list-style-type: none"> <li>• No shared freight and passenger rail lines</li> <li>• Arizona is a "land bridge" state, 90% of all freight traffic on I-8, I-10, and I-40 does not have a delivery destination within the state</li> </ul>
	6. Are there additional issues you believe that the Regional Framework Study should address specifically as it relates to multimodal/commercial transportation interests?	<ul style="list-style-type: none"> <li>• Address current land use patterns</li> <li>• Aviation – examine existing facilities to forecast how they can be used in future</li> <li>• How to get cargo from airport to destination – not just what route, but what mode</li> <li>• Exports to Mexico currently outnumber imports from Mexico – how to manage</li> </ul>



**Statewide Transportation**  
*Planning Framework*

MEETING NAME / KEY STATISTICS	QUESTION	RESPONSE
		additional traffic • User fees and toll roads
	7. How would you like to be involved as the process unfolds? Who else should be involved representing multimodal/commercial transportation interests?	• City and county planners, planning directors, and engineers should participate in the same meetings





<b>Yuma Environmental/Conservation Focus Group</b> <ul style="list-style-type: none"><li>• March 25, 2008 7:30 a.m.-9:00 a.m.</li><li>• 9 Attendees</li><li>• 20 Handouts/Business Cards</li><li>• Tribal Representation</li><li>• Notification/Invitation Process<ul style="list-style-type: none"><li>- 90 individuals / agencies / elected officials identified</li><li>- Initial invitation letter and reminder letter sent via email and/or standard mail with some telephone reminders</li></ul></li></ul> Chamber and Tourism Groups notified via telephone and mail	1. What are the regional environmental or conservation issues that the Regional Framework Study must address?	<ul style="list-style-type: none"><li>• Habitat fragmentation</li><li>• Area east of YPG and the area within the boundaries are significant habitat areas and development in those areas will add to the fragmentation of habitat.</li><li>• Permeability of roads for wildlife movement</li><li>• Wildlife sensitivity to highways/paved roads</li><li>• Desert bighorn sheep travel between mountain ranges</li><li>• Preservation of traditional cultural sites</li><li>• Roads near washes disturb wildlife – 90% of desert wildlife use washes for travel</li><li>• SR 68 – some corridors are not maintained – need commitment to clean up trash and maintain traffic stoppers</li><li>• Spread of noxious weeds along travel corridors and associated fire dangers</li><li>• Development near wildlife areas – “if you build it they will come”</li><li>• Utility impacts – above and below ground</li><li>• Particulate matter (PM-10) concerns</li><li>• Shared corridor with auto and train</li><li>• Potential for railway between Phoenix and</li></ul>
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**Statewide Transportation**  
*Planning Framework*

		<p>Yuma, potential for commuter rail to the south</p> <ul style="list-style-type: none"><li>• Trade off – rail presents a bigger barrier than roads especially if built on raised beds, but if you have rail you do not need a lot of roads</li><li>• Corridor to connect south communities to Interstate</li><li>• Development growth south to San Luis/Sonora</li><li>• Commercial traffic</li></ul>
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	2. Are there environmental and conservation plans currently underway that will or can impact future transportation facilities within the region?	<ul style="list-style-type: none"> <li>• Comprehensive Conservation Plans</li> <li>• Watershed Plans – Lower Colorado Watershed Conservation Plan</li> <li>• Flat-tailed horned lizard (FTHL) Southern Area</li> <li>• Sonoran Desert Tortoise Habitat Quality</li> <li>• All land agencies have plans – there is discussion of a district plan for all river refuges</li> <li>• Desert Bighorn Sheep Management Plan (Bob Henry AGFD Yuma 928.342.0091 –has mapped habitat)</li> <li>• City of Yuma – Hunter's Hole Project</li> <li>• City of Yuma – Sewer Plant Plan</li> </ul>
	3. What regional urban growth/developments and economic changes do you see occurring in the next 50 years and how they might relate to environmental/conservation objectives? How should regional transportation planning address these issues?	<ul style="list-style-type: none"> <li>• Trash – increasing illegal dumping</li> <li>• Materials sources – where they are sourced</li> <li>• Preservation of open space and recreation areas and access issues</li> <li>• Illegal dumping of RV holding tanks</li> <li>• Aging population seeking more active lifestyle and activities such as bikes, water recreation, hiking, off-highway vehicle (OHV) use, and equestrian</li> </ul>
	4. Are there environmental / conservation issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?	<ul style="list-style-type: none"> <li>• RS2477 right-of-way (ROW) legal process and court decision outcomes</li> <li>• BLM travel management plans will affect roads /trails within Arizona</li> </ul>
	5. Are there additional issues you believe that the Regional Framework Study	<ul style="list-style-type: none"> <li>• Importance of communication between agencies</li> </ul>



**Statewide Transportation  
Planning Framework**

	should address specifically as it relates to the environment and conservation interests?	
	6. How would you like to be involved as the process unfolds? Who else should be involved representing environmental / conservation issues?	<ul style="list-style-type: none"><li>• Involve agencies as much as possible in the planning process and share contacts with each other</li><li>• Reference existing regional recreation plans</li><li>• Aaron Curtis – BLM Yuma Field Office – maps and website coordination 928.317.3200</li></ul>



<p><b>Yuma Business / Development Focus Group</b></p> <ul style="list-style-type: none"> <li>• March 25, 2008 10:30 a.m.-12:00 p.m.</li> <li>• 11 Attendees</li> <li>• 30 Handouts/Business Cards</li> <li>• Elected Official Representation</li> <li>• Notification / Invitation Process <ul style="list-style-type: none"> <li>- 81 individuals / agencies / elected officials identified</li> <li>- Initial invitation letter and reminder letter sent via email and/or standard mail with some telephone reminders</li> <li>- Chamber and Tourism Groups notified via telephone and mail</li> </ul> </li> </ul>	<p>1. What are the regional business and development issues that the Regional Framework Study must address?</p>	<ul style="list-style-type: none"> <li>• Connectivity between POE and I-8</li> <li>• Possible corridor between Ave E and Ave D</li> <li>• East to west connections through City of Yuma</li> <li>• North – south connections with City of Yuma to I-40 and north to Las Vegas</li> <li>• North Loop above I-8</li> <li>• Taking farmland to provide corridors to connect from south to I-8</li> <li>• Need regional Mass Transit Authority with dedicated funding source by 2010 – TMA funding will decrease due to community size</li> <li>• "Rubber Traffic Tourism" – arrivals other than by air</li> <li>• SR 85 and US 95 will need expansion</li> <li>• Additional options besides US95 to get through and around Somerton – connector at Avenue D from Somerton Avenue</li> <li>• Avenue E north, west of airport following along the mesa for development and industrial use</li> <li>• Connectivity between present POE and new POE for both commercial and passenger</li> <li>• Community growth options considering Barry M. Goldwater Range as a buffer to growth</li> <li>• Continued economic diversification (Yuma economy currently 40% Agriculture, 26% military and 24% tourism)</li> </ul>
	<p>2. Are there economic development plans (municipal, regional, Tribal,</p>	<ul style="list-style-type: none"> <li>• Continued industrial growth between Avenue 3E and Avenue 8E</li> </ul>



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	or private) currently underway that will or can impact future transportation facilities within the region?	<ul style="list-style-type: none"> <li>• Avenue D connection to I-8</li> <li>• Bridge to connect Mexicali (Algodones) at I-8</li> <li>• New POE to open in 2009</li> <li>• General Motors developing a Hot Weather Test Track in YPG area - Middle Mountain Road – need 4-lane highway</li> <li>• Enhanced use leases in YPG that do not deter from military use of the YPG</li> <li>• Transportation load facilities in Yuma County (Union Pacific)</li> </ul>
	3. When you look to the future (2050 and beyond) what are the urban growth/developments, business and global trends or other economic changes do you see occurring and how should regional transportation planning address these issues?	<ul style="list-style-type: none"> <li>• Residential growth – shift from agriculture – Wellton</li> <li>• Alternatives in energy sources and technology changes</li> <li>• Possible rail (passenger) along river from San Luis to Yuma</li> <li>• Buses to connect smaller loops within cities</li> </ul>
	4. Identify the future major activity centers within the region that should be served by transportation facilities?	<ul style="list-style-type: none"> <li>• City Centers – Wellton, San Luis, Yuma, and Somerton</li> <li>• Yuma Palms Mall (East) commercial corridor</li> <li>• Avenue 44E – 50E Corridor</li> <li>• College Area – AZ Western College and Northern Arizona University (NAU) branch campus</li> <li>• Dome Valley Road – Wellton growth</li> <li>• Casino expansion in AZ and CA</li> <li>• Avenue D – Avenue F corridor to County 19, Industrial corridor to connect from boarder to communities in region</li> <li>• Avenue 3 ½ E within the City of Yuma with continued industrial development around Yuma Marine Corps Air Station (MCAS)</li> </ul>

	5. Are there alternative modes that can be developed or expanded to serve these planned activity centers?	<ul style="list-style-type: none"> <li>Roadway needs to follow "complete street concept" – pedestrians</li> <li>Rolle airport expansion as well as Yuma International Airport</li> <li>Consider new site for airport to prevent impacting MCAS</li> </ul>
	6. Are there business /development issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?	<ul style="list-style-type: none"> <li>Federal and State lands pose challenges to corridor locations</li> <li>Only 9% of Yuma County is private land</li> <li>Connectivity northbound to I-8 and lack of developable land</li> <li>Spacing of interchanges</li> <li>Protection of agricultural base and how to fund</li> <li>Communication between private industry and public planning to address issues in planning effort and policy decisions</li> <li>Business 8 / 32<sup>nd</sup> Street critical to future development between Araby Road and Avenue 3E</li> </ul>
	7. Are there additional issues you believe the Regional Framework Study should address specifically as it relates to the business/development interests?	<ul style="list-style-type: none"> <li>Change in land use patterns from sprawl to more dense</li> <li>Utility infrastructure within roadway / transportation plans</li> </ul>
	8. How would you like to be involved as the process unfolds? And who else should be involved representing business/development interests?	<ul style="list-style-type: none"> <li>Include businesses/organizations in Freight Study List</li> </ul>



## La Paz County Focus Group Summaries

The following table provides information of the issues identified from the initial round of Focus Group Meetings.

**Regional Framework Study:** Western Area Framework Study

**Assessment Completed By:** Diane Simpson-Colebank / Ellen Carr / Scott Omer

**Contact Information:** dsimpson@lsdaz.com

MEETING NAME / KEY STATISTICS	QUESTION	RESPONSE
<b>Parker Business / Development Focus Group</b> <ul style="list-style-type: none"> <li>March 26, 2008, 7:30 a.m.-9:00 a.m.</li> <li>4 Attendees</li> <li>15 Handouts/Business Cards</li> <li>Notification / Invitation process – <ul style="list-style-type: none"> <li>29 individuals / agencies / elected officials identified</li> <li>Initial invitation letter and reminder letter sent via email and/or standard mail with some telephone reminders</li> <li>Chamber and Tourism Groups notified via telephone and by mail</li> </ul> </li> </ul>	1. What are the regional business and development issues that the Regional Framework Study must address?	<ul style="list-style-type: none"> <li>Economic diversification</li> <li>"Retail leakage" – stop retail dollars from leaving region, capture spending to reinvest in community</li> <li>Connect non-contiguous +/- 15 square mile annex part of Parker at SR 95 and SR 72 (South Parker) with adequate capacity</li> <li>Use of rail access at Parker Annex</li> <li>Being a rural community, Parker is located between economic bases</li> <li>Retain recreation while expanding economic base</li> <li>SR 95 truck traffic and current capacity</li> </ul>
	2. Are there economic development plans (municipal, regional, Tribal, or private)	<ul style="list-style-type: none"> <li>Plans for Wal-Mart across from Safeway on Tribal Land</li> <li>Current study with "Buckstine" – assisting Town of Parker with</li> </ul>

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	currently underway that will or can impact future transportation facilities within the region?	<p>efforts to drive retailers to the area</p> <ul style="list-style-type: none"> <li>• Possible outlet mall at Parker Annex</li> <li>• 3,000 unit residential plan near Salome</li> <li>• "High End River Homes" development in Ehrenburg</li> <li>• Vicksburg corridor industrial development and bio diesel production and delivery traffic</li> <li>• Junction of SR 95 and SR 72 and Quartzsite – solar power plant (EnviroMissions), possible State Land lease or purchase</li> </ul>
	3. When you look to the future (2050 and beyond) what are the urban growth/developments, business, and global trends or other economic changes do you see occurring and how should regional transportation planning address these issues?	<ul style="list-style-type: none"> <li>• Development is hampered by land locked position</li> <li>• What Parker has to sell – water, open space, recreation, and air quality</li> <li>• Maintaining balance between retaining rural feel and guarding against creating negative environmental impacts to "provide services"</li> <li>• Rail to connect annexed area with developed Parker</li> <li>• Potential to become a "walkable community" with bike paths</li> <li>• Salome-Parker-Quartzsite connectivity along SR 72</li> <li>• Rail connectivity from San Bernardino to Wickenburg</li> </ul>
	4. Identify the future major activity centers within the region that should be served by transportation facilities?	<ul style="list-style-type: none"> <li>• CA 62 – CA 177 – I-10 is a major tourist corridor, 2 lanes, no stops, no passing lanes</li> <li>• CA 62-US95 north to Needles connector is heavily used with truck and RV traffic</li> <li>• SR 72 will need expansion</li> <li>• Salome, Bouse, Vicksburg, Parker Annex, Quartzsite, and Ehrenburg</li> <li>• </li> </ul>
	5. Are there alternative modes that can be developed or expanded to serve these planned activity centers?	<ul style="list-style-type: none"> <li>• Existing use of rail as drop zone for "rail to freight"</li> <li>• Development of walkable communities</li> <li>• Connection of local multi-use</li> </ul>



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		paths within communities to each other
	6. Are there business /development issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?	<ul style="list-style-type: none"><li>• Need county-wide economic development plan to compliment local community effort</li><li>• Existing working relationship with Arizona – California Railway (Rail America) could be expanded to provide passenger service</li></ul>
	7. Are there additional issues you believe the Regional Framework Study should address specifically as it relates to the business/development interests?	<ul style="list-style-type: none"><li>• No additional information provided</li></ul>
	8. How would you like to be involved as the process unfolds? Who else should be involved representing business/development interests?	<ul style="list-style-type: none"><li>• Evening meetings</li></ul>





<b>Parker Environmental / Conservation Focus Group</b> <ul style="list-style-type: none"><li>• March 26, 2008 10:30 a.m.-12:00 p.m.</li><li>• 0 Attendees</li><li>• 0 Handouts/Business Cards</li><li>• Notification / Invitation Process<ul style="list-style-type: none"><li>- 22 individuals / agencies / elected officials identified</li><li>- Initial invitation letter and reminder letter sent via email and/or standard mail with some telephone reminders</li><li>- Chamber and Tourism Groups notified via telephone and by mail</li></ul></li></ul>		No one attended.
<b>Parker Multimodal / Transportation Focus Group</b> <ul style="list-style-type: none"><li>• March 26, 2008 10:30 a.m.-12:00 p.m.</li><li>• 0 Attendees</li><li>• 0 Handouts/Business Cards</li><li>• Notification / Invitation Process<ul style="list-style-type: none"><li>- 36 individuals / agencies / elected officials identified</li><li>- Initial invitation</li></ul></li></ul>		No one attended.



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letter and reminder letter sent via email and/or standard mail with some telephone reminders - Chamber and Tourism Groups notified via telephone and by mail		
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## Mohave County Focus Group Summaries

The following table provides information of the issues identified from the initial round of Focus Group Meetings.

### **Regional Framework Study: Western Area Framework Study**

**Assessment Completed By:** Diane Simpson-Colebank / Ellen Carr / Scott Omer

**Contact Information:** [dsimpson@lsdaz.com](mailto:dsimpson@lsdaz.com)

MEETING NAME / KEY STATISTICS	QUESTION	RESPONSE
<b>Kingman Environmental / Conservation Focus Group</b> <ul style="list-style-type: none"><li>• March 27, 2008 7:30 a.m.-9:00 a.m.</li><li>• 6 Attendees</li><li>• 15 Handouts/Business Cards</li><li>• Tribal Representation</li><li>• Notification / Invitation Process<ul style="list-style-type: none"><li>- 48 individuals / agencies identified</li><li>- Initial invitation letter and reminder letter sent via email and/or standard mail, and scattered telephone reminders</li><li>- Chamber and Tourism Groups notified via telephone and by mail</li></ul></li></ul>	1. What are the regional environmental or conservation issues that the Regional Framework Study must address?	<ul style="list-style-type: none"><li>• Growth management – limit growth</li><li>• Visual degradation of landscape</li><li>• Habitat fragmentation</li><li>• Direct loss of habitat</li><li>• OHV impacts increase access to areas previously inaccessible</li><li>• Traditional Tribal homelands</li><li>• Additional Special Management Areas – Example – Black Mountain Complex, Desert bighorn sheep</li><li>• Identification of detailed wildlife corridor</li><li>• Special Recreation Areas</li><li>• Areas of Conservation Priority</li><li>• Sensitive plants – including traditional cultural uses</li><li>• Inter-state collaboration</li><li>• Use of existing corridors</li><li>• Soil, air, water concerns</li><li>• Ranching / livestock grazing issues</li><li>• Increased fires</li><li>• Noxious weeds</li></ul>

		<ul style="list-style-type: none"> <li>• Source materials</li> <li>• Cumulative impacts of road building</li> <li>• Anticipate costs for wildlife conservation issues in advance and include costs to maintain</li> <li>• It is a "Bio-Regional Life System"</li> </ul>
	2. Are there environmental and conservation plans currently underway that will or can impact future transportation facilities within the region?	<ul style="list-style-type: none"> <li>• Areas of Conservation Priority – BLM GIS tool / report based on California model due out in June</li> <li>• Capture the Regional Management Plans, Travel Management Plans and Forest Service Management Plans</li> <li>• Wilderness Plans</li> <li>• Habitat Management Plans</li> <li>• Burro Management Plans</li> <li>• Resource Management Plans</li> <li>• Lower Colorado River Watershed Plan</li> </ul>
	3. What regional urban growth/developments and economic changes do you see occurring in the next 50 years and how they might relate to environmental/conservation objectives? How should regional transportation planning address these issues?	<ul style="list-style-type: none"> <li>• Increased industrial and commercial development because of location – "land bridge"</li> <li>• Impacts from baby boomers</li> <li>• Border issues</li> <li>• Wind energy projects</li> <li>• Utility / power lines</li> <li>• All energy in general</li> <li>• Acid depositions, environmental quality issues</li> <li>• Immigration growth</li> </ul>
	4. Are there environmental /conservation issues that might be an	<ul style="list-style-type: none"> <li>• Using the word "obstacle" in the question is not appropriate –</li> </ul>

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	<p>obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?</p>	<p>suggested revising question</p> <ul style="list-style-type: none"> <li>• Some regulations conflict with each other</li> <li>• Potential conflict with city or county planning for future activities</li> <li>• Conversations between agencies and focus groups should begin early in planning process rather than later</li> <li>• In the past, discussions over issues begin too late in the planning and design of transportation facilities</li> </ul>
	<p>5. Are there additional issues you believe that the Regional Framework Study should address specifically as it relates to the environment and conservation interests?</p>	<ul style="list-style-type: none"> <li>• Support of land purchase / trade for appropriate corridors – look for opportunities in advance and make it easier to facilitate corridor acquisition</li> <li>• Increase impact fees</li> <li>• Consideration of climate change – increased consideration of externalities</li> </ul>
	<p>6. How would you like to be involved as the process unfolds? Who else should be involved representing environmental / conservation issues?</p>	<ul style="list-style-type: none"> <li>• Share transportation and population data with other agencies to assist in planning for future land disposal or acquisition plans</li> <li>• Distribute list of stakeholders and project teams to all involved</li> <li>• Invite community colleges (to increase involvement and gain perspective of other generations)</li> </ul>



<p><b>Kingman Multimodal/Transportation Focus Group</b></p> <ul style="list-style-type: none"> <li>• March 27, 2008 10:30 a.m.-12:00 p.m.</li> <li>• 13 Attendees</li> <li>• 15 Handouts/Business Cards</li> <li>• Tribal Representation</li> <li>• Elected Official Participation</li> <li>• Notification / Invitation Process –             <ul style="list-style-type: none"> <li>- 94 individuals / agencies / elected officials identified</li> <li>- Initial invitation letter and reminder letter sent via email and/or standard mail with some telephone reminders</li> <li>- Chamber and Tourism Groups notified via telephone and by mail</li> </ul> </li> </ul>	<p>1. What are the regional multimodal and commercial transportation issues that the Regional Framework Study must address?</p>	<ul style="list-style-type: none"> <li>• Interface of Tri-City area (Kingman, Lake Havasu, and Bullhead City) for transit, roadway and rail</li> <li>• Aviation</li> <li>• Funding for transit, especially for rural areas</li> <li>• Increased traffic both commercial and passenger along SR 95</li> <li>• Cost of interchanges</li> <li>• Increased railroad traffic</li> <li>• Need to identify and acquire transportation corridors</li> <li>• Lack of passenger rail</li> <li>• Lack of light rail</li> <li>• Lack of cooperation of railroad companies with funding over or under passes</li> <li>• Funding of grade-separated crossings</li> <li>• Access management</li> <li>• US 93, SR 95, and I-40 traffic access, safety considerations, and enforcements</li> <li>• Potential population increase in Golden Valley – along SR 68</li> <li>• Lack of regional and statewide bus service, inconvenient schedule and stops</li> <li>• North American Free Trade Act (NAFTA) corridor – freight roadway enforcement</li> <li>• Growth potential for 6 new cities</li> <li>• Future planned development identified in I-40 – SR 95 area – Sterling and around SR</li> </ul>
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## Statewide Transportation Planning Framework

		68 north of I-40 <ul style="list-style-type: none"> <li>• SR68 north of I-40</li> <li>• Hoover Dam bypass bridge</li> <li>• Special needs of rural communities dealing with growth</li> <li>• Along with population growth will come need for additional pipelines</li> <li>• Funding for future costs to include money to maintain</li> <li>• Highway Users Revenue Funding (HURF) and Local Transportation Assistance Fund (LTAF)– preserve for communities</li> <li>• Grand Canyon West – Kingman Corridor</li> <li>• Decrease amount of time for plan implementation</li> <li>• Possibility of new bridge located south of Bullhead near bypass – increase in traffic along SR 95</li> </ul>
	2. What transportation modes can share alignments and where should they do so within the region? What modes should operate in separate corridors, and where within the region?	<ul style="list-style-type: none"> <li>• SR 95 bypass around Lake Havasu</li> <li>• US 93 coming into Kingman</li> <li>• Pierce Valley Road</li> <li>• SR 68</li> <li>• Section 5310, elderly transportation, ride sharing and perception of using service</li> </ul>
	3. When you look to the future (2050 and beyond) what are the multimodal transportation and commercial transportation trends occurring and how should regional	<ul style="list-style-type: none"> <li>• Need for destination study</li> <li>• Population shift from rural to urban in order to be closer to transit and services</li> <li>• Change to building up and not out to allow for urban transit cores</li> </ul>

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	transportation planning address these issues?	<ul style="list-style-type: none"> <li>• Lack of sidewalks and paths – require them in new developments</li> <li>• Use of technology such as telecommuting</li> <li>• Need for creative transportation solutions – like using individual social networks</li> <li>• Demographics of growth – what transit options will fit needs for workforce, recreation, and retirees</li> <li>• Separate commercial truck traffic</li> <li>• Coordinate connectivity and funding with Nevada</li> </ul>
	4. Are there transit options that can be developed or expanded within the region to serve future employment centers?	<ul style="list-style-type: none"> <li>• Integrated multimodal transit system</li> <li>• Regional transit to support local transit</li> <li>• Railroad and I-40 barriers to local transportation</li> <li>• Wal-Mart distribution facility (increased workforce that will require different transit options)</li> <li>• Need for a regional transportation center for tour buses, trucks in communities and Grand Canyon West</li> </ul>
	5. Are there multimodal /commercial transportation issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?	<ul style="list-style-type: none"> <li>• Negative perceptions of bus sharing</li> <li>• Inconvenience of public transit</li> <li>• Large uncertainty about long-range development patterns due to population projections and water issues</li> <li>• Security concerns with intermodal transportation,</li> </ul>

## Statewide Transportation Planning Framework

		<p>children and school activities</p> <ul style="list-style-type: none"> <li>• Potential conflict with inter-state truck traffic and local traffic</li> </ul>
	<p>6. Are there additional issues you believe that the Regional Framework Study should address specifically as it relates to multimodal/commercial transportation interests?</p>	<ul style="list-style-type: none"> <li>• Difficulty to acquire right-of-way– funding, environmental concerns</li> <li>• Need for collaboration between land use planning and transportation planning</li> <li>• Legislation to provide jurisdictions with prescriptive rights - "Bad cases make bad laws"</li> </ul>
	<p>7. How would you like to be involved as the process unfolds? Who else should be involved representing multimodal/commercial transportation interests?</p>	<ul style="list-style-type: none"> <li>• No additional input</li> </ul>

<p><b>Kingman Business/Development Focus Group</b></p> <ul style="list-style-type: none"> <li>• March 27, 2008 2:00 a.m.-3:30 p.m.</li> <li>• 5 Attendees</li> <li>• 12 Handouts/Business Cards</li> <li>• Tribal Representation</li> <li>• Elected Official participation</li> <li>• Notification / Invitation process               <ul style="list-style-type: none"> <li>- 62 individuals / agencies / elected officials identified</li> <li>- Initial invitation letter and reminder letter sent via email and/or standard mail with some telephone reminders</li> <li>- Chamber and Tourism Groups notified via telephone and by mail</li> </ul> </li> </ul>	<p>1. What are the regional business and development issues that the Regional Framework Study must address?</p>	<ul style="list-style-type: none"> <li>• Proposed future residential development in more rural area of County, much on two-lane highways and county roads – White Hills, Golden Valley, and Sterling planned communities</li> <li>• Overflow residential development from Las Vegas and California</li> <li>• Interchanges along I-40 will lead to large economic development activity centers</li> <li>• East area of Bullhead City is proposed for large residential areas, estimated 30,000 new homes</li> <li>• Current SR 95 realignment will only serve a portion of the future eastern development, will need an additional north – south alignment</li> <li>• Population in Bullhead City expected to reach +/- 160,000</li> <li>• Transportation funding issues for rural communities</li> <li>• Impact fees are needed but controversial</li> </ul>
	<p>2. Are there economic development plans (municipal, regional, Tribal, or private) currently underway that will or can impact future transportation facilities within the region?</p>	<ul style="list-style-type: none"> <li>• Fort Mohave Indian Community has planned commercial development</li> <li>• Yucca has plans for several residential developments</li> <li>• Population display may not be an accurate portrayal of future population – check with</li> </ul>



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		<p>Mohave County for populations forecasts for Yucca</p> <ul style="list-style-type: none"> <li>• Griffith interchange along I-40 – prison and Wal-Mart distribution plants</li> <li>• Lake Havasu already crowded, CA lakes recently closed, expect increased utilization of Lake Mohave – road to lake comes off SR 68</li> </ul>
	<p>3. When you look to the future (2050 and beyond) what are the urban growth/developments, business, and global trends or other economic changes do you see occurring and how should regional transportation planning address these issues?</p>	<ul style="list-style-type: none"> <li>• Infrastructure needs, such as communications, are in demand (rural communities were same level of service as larger urban areas)</li> </ul>
	<p>4. Identify the future major activity centers within the region that should be served by transportation facilities</p>	<ul style="list-style-type: none"> <li>• Area in North Havasu – mall across from airport</li> <li>• Parkway to Bullhead City Mall – planned 900,000 sq feet of retail</li> <li>• Wal-Mart Distribution Center – Kingman</li> <li>• White Hills – potential to become a bedroom district for Las Vegas upon completion of Hoover Dam Bypass</li> <li>• Bullhead City – 2<sup>nd</sup> bridge to Laughlin and a 3<sup>rd</sup> bridge warranted</li> <li>• Bullhead City – Section 12, planned Event Center for 4,500-5,500 visitors for concerts/ minor league hockey</li> <li>• Colorado River from Lake Mohave to Lake Havasu – number of visitors in a small</li> </ul>

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		<p>narrow area</p> <ul style="list-style-type: none"> <li>• Duval Mine – SR 93 south of White Hills – increased truck traffic</li> </ul>
	<p>5. Are there alternative modes that can be developed or expanded to serve these planned activity centers?</p>	<ul style="list-style-type: none"> <li>• Tri-City daily bus service for Bullhead City, Kingman, and Lake Havasu</li> <li>• Peak hour buses to cross bridge</li> <li>• Business service – regular scheduled service</li> <li>• Train or rail service</li> <li>• Regional cargo / shipping drop and go transport center with rail access</li> <li>• Aviation if it is economical</li> </ul>
	<p>6. Are there business / development issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?</p>	<ul style="list-style-type: none"> <li>• Lack of water – not only current supply, but also sources</li> <li>• Environmental issues such as desert tortoise, wetlands</li> <li>• Controversy of impact fees in rural communities in creating transportation funding</li> <li>• Rural area bond issues – difficult to pass, most recent turned down</li> <li>• Dispersed density and lack of development causes cost of services per capita to be much higher</li> <li>• Funding cannot be population based</li> </ul>
	<p>7. Are there additional issues you believe that the Regional Framework Study should address specifically as it relates to the business /development interests?</p>	<ul style="list-style-type: none"> <li>• Controlled access for new facilities</li> <li>• Funding issues for rural area to implement transportation plans</li> <li>• ADOT and local planning agencies working together</li> </ul>



	8. How would you like to be involved as the process unfolds? Who else should be involved representing business / development interests?	<ul style="list-style-type: none"><li>• No additional responses</li></ul>
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## **Western Area Framework Study Round I Stakeholder Interviews Summary**

**March 13, 2008**

### Executive Summary

The matrix that follows summarizes the first round of stakeholder interviews with cities, towns, counties, tribal, and resource agencies' technical staff, and with regional, municipal, county, and tribal elected officials. The purpose of these interviews was to share information about the project and to solicit input that would help to identify issues, concerns, public policy, and development plans related to the study that may help the team fine-tune products before initiating interactions with the public.

Interviews were conducted from February 4, 2008 through February 28, 2008.

Standard interview questions included:

1. What are some of the regional issues this project must address in your opinion?
2. What can the transportation facilities under discussion mean to the area other than improved mobility (e.g. urban growth, economic development)?
3. What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?
4. Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities under discussion?
5. Are there environmental concerns you would like to express?
6. How would you like to be involved as this study unfolds?
7. Are there others that should be involved in this study?
8. Are there any other issues you would like to express?

Some of the common these expressed by the stakeholders in the Western Region regarded retiree needs and funding. Several stakeholders expressed the need for affordable transit services for an aging population with increased medical needs. Seniors are more likely to need medical services and are less likely to be able to drive personal vehicles so plans need to include alternative transportation services such as dial-a-ride, improved local healthcare services, and walking paths for connectivity and health benefits. The other common theme was the need for a reliable source of local funding; this included concerns about additional tax burdens on citizens living on fixed incomes and concerns about losing sales tax revenues to other regional locations.

The Western Region is experiencing growth and anticipates additional growth. Some communities are trying to attract younger populations by establishing University branch campuses. As this occurs, there will be increasing demand for regular transit routes and services. With the existing an anticipated growth, stakeholders expressed the need for more alternative routes and also loop routes to avoid inner city traffic congestion.

The following table provides information of the issues identified from the initial round of the stakeholder interviews. Information on how the stakeholders will be contacted in the future and how they will be involved in the development of the Western Regional Framework Study is also included as a means of updating the region's Stakeholder Assessment.



Interviews Completed By: Amy Ford and Scott Omer Contact  
Information: [fordam@pbworld.com](mailto:fordam@pbworld.com) [Omer@pbworld.com](mailto:Omer@pbworld.com)

STAKEHOLDER	ISSUES	FUTURE COMMUNICATION STRATEGY	FUTURE INVOLVEMENT STRATEGY
Laura Henry, Kingman Area Regional Transit	<ul style="list-style-type: none"> <li>Concerned over loss of sales tax revenues to other regional destinations.</li> <li>Interested in dedicated funding source for transit to support rural transit.</li> </ul>	<ul style="list-style-type: none"> <li>E-mail</li> <li>Phone</li> </ul>	<ul style="list-style-type: none"> <li>Participation in additional phone interviews</li> <li>Keep Ms. Henry informed of decisions</li> <li>Ensure Kingman elected officials are involved in the study</li> </ul>
Willie Grey, YCAT & Edd McDaniel, YMPO	(They will collaborate with Mack Luckie and Laura MacFarland from YMPO to answer the questions. Mr. Grey is new to the position and did not feel he could add much at this point, although he would like to continue to be consulted on the study.)	<ul style="list-style-type: none"> <li>Phone</li> </ul>	<ul style="list-style-type: none"> <li>Participation in additional phone interviews</li> <li>YMPO is involved in the study as a TAC member</li> <li>Mr. Grey and Mr. McDaniel are both eager to be involved in future stakeholder discussion</li> <li>YMPO is involved in the study as a TAC member</li> </ul>
Jesse Herrera, La Paz County Transit	<ul style="list-style-type: none"> <li>Concerned that development in south Parker would stress their limited resources to provide dial-a-ride services.</li> </ul>	<ul style="list-style-type: none"> <li>E-mail</li> <li>Phone</li> </ul>	<ul style="list-style-type: none"> <li>Participation in additional phone interviews</li> <li>Keep Mr. Herrera informed of public meetings and</li> </ul>

## Statewide Transportation Planning Framework

STAKEHOLDER	ISSUES	FUTURE COMMUNICATION STRATEGY	FUTURE INVOLVEMENT STRATEGY
			<p>progress on the study</p> <ul style="list-style-type: none"> <li>His supervisor, Mary Bierbrodt, may also be a good person to have involved</li> </ul>
Gary Parsons, Lake Havasu City Transit	<ul style="list-style-type: none"> <li>Lake Havasu City has a year-round retiree population, and the only means of transportation into or out of Lake Havasu City is by car. As retirees age, they will need another means of transportation.</li> <li>Lake Havasu City retiree population is highly involved in public planning and studies.</li> <li>Tax-averse due to fixed incomes.</li> <li>Lake Havasu City is trying to diversify its economy/ population with development of the Northern Arizona University branch campus in town.</li> <li>Lake Havasu City is heading toward MPO status, and is concerned about the effect that will have on its funding. In</li> </ul>	<ul style="list-style-type: none"> <li>E-mail</li> <li>Phone</li> </ul>	<ul style="list-style-type: none"> <li>Mr. Parsons would like to be made aware of other ways he can participate, such as committees or public meetings</li> <li>Participation in additional phone interviews</li> </ul>

STAKEHOLDER	ISSUES	FUTURE COMMUNICATION STRATEGY	FUTURE INVOLVEMENT STRATEGY
	addition, LTAF II funding is too variable to be reliable.		
Alex Taft, Quartzsite Transit Services	<ul style="list-style-type: none"> <li>• Much of our population is isolated from services, particularly medical. Regional solutions involve very expensive flight-for-life and long-distance ambulance rides or use of inadequate clinics and hospitals. While this is not a transportation issue per se, it affects the needs of the community and the connectivity of our community to necessary services.</li> <li>• Quartzsite sits at the I-10/US 95 crossroads, meaning growth is inevitable. General plan needs to be updated to accommodate imminent growth.</li> <li>• Multimodal connectivity is important for general mobility but also for senior health.</li> <li>• Walking trails are an important</li> </ul>	<ul style="list-style-type: none"> <li>• E-mail</li> <li>• Phone</li> </ul>	<ul style="list-style-type: none"> <li>• Ms. Taft would like to be kept abreast of study developments</li> </ul>



STAKEHOLDER	ISSUES	FUTURE COMMUNICATION STRATEGY	FUTURE INVOLVEMENT STRATEGY
	<p>component of multimodalism in Quartzsite.</p> <ul style="list-style-type: none"><li>• With a population that is growing younger in average age, and several activity centers being developed, Quartzsite transit services will need to grow from an on-demand service to regular route.</li><li>• Development activities include an activities center connected to the charter high school, Arizona Western College is building a campus in Quartzsite and the Town is working on providing a community building for local services.</li><li>• In January, 2009 phase one of a larger land of BLM property will begin.</li><li>• Since Quartzsite is in a valley, green pathways are really important to preserving clean air. Quartzsite would like those pathways tree-lined to establish carbon credits</li></ul>		

## Statewide Transportation Planning Framework

STAKEHOLDER	ISSUES	FUTURE COMMUNICATION STRATEGY	FUTURE INVOLVEMENT STRATEGY
	even though the State of Arizona does not currently track those.		
Sandy Smith, Bullhead City	Ms. Smith was unavailable for Round 1 interviews		
Cameron MacArthur, Union Pacific Railroad	Mr. MacArthur was unavailable for Round 1 interviews		
Lena Kent, Burlington North Santa Fe Railroad	Ms. Kent was unavailable for Round 1 interviews		
Brian Babiars WACOG Executive Director	Needs include: <ul style="list-style-type: none"> <li>• 2nd Bridge from Laughlin to Bullhead City</li> <li>• 2nd Bridge from Lake Havasu to the Island</li> <li>• Alternate Route / Bypass of Lake Havasu City</li> <li>• Dedicated funding for maintenance and operations: "Fix it First"</li> <li>• Completion of US93 from Wickenburg to I-40</li> <li>• I-40 Rattlesnake Wash TI</li> <li>• Improve SR72 from SR95 to I-10</li> <li>• Transit dependent population, Dedicate 25% of all HURF funding to O and M, rail, and transit</li> </ul>	<ul style="list-style-type: none"> <li>• RTAT Meetings</li> <li>• Newsletters</li> <li>• Email</li> <li>• Phone</li> <li>• Focus Group</li> <li>• Community Meetings</li> </ul>	<ul style="list-style-type: none"> <li>• WACOG is involved in the study process and is on multiple committees and teams</li> <li>• Active communication and collaboration are key</li> </ul>
Mark Watson, Gary Burroughs, Ema Lea Shoop,	Needs include: <ul style="list-style-type: none"> <li>• SR195 / ASH - 18 to US95</li> </ul>	<ul style="list-style-type: none"> <li>• RTAT Meetings</li> <li>• Newsletters</li> <li>• Email</li> </ul>	<ul style="list-style-type: none"> <li>• City of Yuma is actively involved in the</li> </ul>



## Statewide Transportation Planning Framework

STAKEHOLDER	ISSUES	FUTURE COMMUNICATION STRATEGY	FUTURE INVOLVEMENT STRATEGY
Paul Johnson City of Yuma, City Administrator and Council	<ul style="list-style-type: none"> <li>connection</li> <li>Yuma Loop including a TI at I-8 similar to Loop 101</li> <li>Avenue 3E- I8 to US95</li> <li>8th Street Algodonas(Baja California) to Pacific Avenue</li> <li>GSA Border Crossing in Algodonas (8th St)</li> <li>Interchanges at I-8 and Avenue 5E</li> <li>Avenue 15E, 8th Street, Avenue D, and Avenue B</li> <li>See transit as Economic Development Opportunities</li> <li>City of Yuma will continue to grow because they have water to spare</li> </ul>	<ul style="list-style-type: none"> <li>Phone</li> <li>Focus Group</li> <li>Community Meetings</li> </ul>	<ul style="list-style-type: none"> <li>study process</li> <li>City of Yuma is a member of YMPO</li> </ul>
Sharon Williams, John Starkey City of San Luis	<ul style="list-style-type: none"> <li>City of San Luis is bounded by the US border, California, State and Federal land and only has minimal land left to develop</li> <li>Economic Corridor along Avenue E from the Border to County 19th Street, and near the new Wal-Mart on US 95</li> </ul>	<ul style="list-style-type: none"> <li>RTAT Meetings</li> <li>Newsletters</li> <li>E-mail</li> <li>Phone</li> <li>Focus Group</li> <li>Community Meetings</li> </ul>	<ul style="list-style-type: none"> <li>City of San Luis would like to be actively involved</li> </ul>
WACOG TAC	<ul style="list-style-type: none"> <li>No comments identified at this time</li> </ul>	<ul style="list-style-type: none"> <li>Phone</li> <li>Email</li> </ul>	

STAKEHOLDER	ISSUES	FUTURE COMMUNICATION STRATEGY	FUTURE INVOLVEMENT STRATEGY
Grant Buma, Colorado River Indian Tribes, Water Resources Engineer, Planning Department	<ul style="list-style-type: none"> <li>Safety issues associated with visitors, including young recreational visitors drinking while driving and visitors driving large recreational vehicles without adequate training, skills and reflexes.</li> <li>Unlighted roadways result in severe safety issues at night; need roadway lighting</li> <li>Use of Highway I as an alternative to Highway 95, especially by trucks, is inappropriate use of road and should be limited to local access on the reservation</li> <li>Highway I – the condition of the old bridge is especially unsafe for large trucks</li> <li>Secondary Roads – Improvements are needed to the local roads that serve as access to Highway 95; existing network is seriously deteriorated</li> </ul>	<ul style="list-style-type: none"> <li>Phone</li> <li>Email</li> <li>Limited availability for the next two months</li> </ul>	<ul style="list-style-type: none"> <li>Concerned about logistical challenges for tribal and rural participants</li> </ul>
Randy Hartless, Director, Parker Chamber of	<ul style="list-style-type: none"> <li>Use of local highway system as a trucking</li> </ul>	<ul style="list-style-type: none"> <li>Email</li> <li>Include contact with other local</li> </ul>	



## Statewide Transportation Planning Framework

STAKEHOLDER	ISSUES	FUTURE COMMUNICATION STRATEGY	FUTURE INVOLVEMENT STRATEGY
Commerce	<p>corridor, especially Highway 72 from Vicksburg to SR95 south of Parker; local highways are two lanes and these need passing lanes to accommodate trucks</p> <ul style="list-style-type: none"><li>• Travel generated by winter population strains the roads</li><li>• Many residents are without vehicles; alternative modes are important including golf carts, bicycles, and scooters</li><li>• Need more bike lanes and walking paths</li><li>• Dynamic growth is anticipated in southeastern La Paz County, with several thousand new homes planned. Growth areas include Salome, East of Bouse, and around Ehrenberg. These areas are mostly serviced by two lane roads, which will be inadequate to accommodate the growth.</li></ul>	<p>parties: Cliff Edey, La Paz County Supervisor; Guy Gorman, Town of Parker Community Development Director</p>	



**Statewide Transportation**  
Planning Framework

<p>Paul Melcher, Russell Lambert, Monty Stansberry, and Roger Patterson, Yuma County Planning &amp; Engineering</p>	<p>Transportation Large Urban (Phoenix, Tucson) –</p> <ul style="list-style-type: none"> <li>• Gridlock on urban freeways, safety, inefficient use of automobiles</li> <li>• Inefficient means of facilitating interstate/intercit y travel on urban freeways</li> <li>• Use of taxpayer dollars to perpetuate transportation crisis in urban areas</li> <li>• Lack of quality transit system in large urban areas</li> <li>• Air quality degradation, waste of fuel commodities</li> </ul> <p>Small Metropolitan Areas (Yuma, Casa Grande, Flagstaff, Prescott)</p> <ul style="list-style-type: none"> <li>• Interface between interstate commerce travel and local commuters</li> <li>• Hospital corridor</li> <li>• Yuma outer loop</li> <li>• Truck/RV only lanes on freeways</li> <li>• Need roads, boulevards and parkways to facilitate a higher volume of lower speed commuter vehicles that are not oriented to high-speed travel</li> <li>• Focus interstate</li> </ul>	<ul style="list-style-type: none"> <li>• Yuma should be an active / on going participant</li> </ul>	<p>Anne Eichberger Manager Long Range Planning Yuma County 2351 W. 26<sup>th</sup> Street Yuma, AZ 85364</p> <p>Include: City of Yuma City of Somerton City of San Luis Town of Welton Yuma Proving Grounds Marine Corps Air Station Yuma State of Sonora State of Baja California State of California Department of Homeland Security</p>
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	<p>highway use to commerce and intercity or inter-regional travel, rather than commuter travel</p> <ul style="list-style-type: none"><li>• Transit in smaller communities needs to be tailored to their specific needs</li><li>• Congested state highway intersections, state highway maintenance and safety features</li><li>• Conflict between rail lines and highways; crossings and interchanges are needed in developing commerce areas</li><li>• Rail lines for commuters</li><li>• Pipe line issues</li><li>• Retention of old highways (Rt. 66 and Highway 80) for recreational and leisure travel.</li></ul> <p>Yuma County</p> <ul style="list-style-type: none"><li>• Growth in area west of Gila Mountains to ASH south of foothills is not well connected east west to rest of the County</li><li>• International Border travel issues from San Luis and need for future port of entry (secondary) for commuters</li></ul>		
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	<p>and individual travelers beyond the commercial port of entry, connecting routes and border crossing to Baja, CA, California</p> <ul style="list-style-type: none"><li>• Population growth North of I-8 will require another corridor, which will also put pressure on Gila Valley to develop</li><li>• Focus of development in County in the Foothills area</li><li>• Andrade crossing into Yuma area will put pressure on local loop and business route for cross-border travelers</li><li>• ASH cannot carry all of the capacity because it is limited access</li><li>• 40<sup>th</sup> Street needed for future access</li><li>• Conversion of land use from agricultural to housing / commercial could increase pressure from commuter / commercial traffic</li></ul> <p>Regional Connections / Destinations</p> <ul style="list-style-type: none"><li>• Phoenix, San Diego, Las Vegas, Tucson, Los Angeles, San Filipe, Mexicali</li><li>• International</li></ul>		
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	<p>region and the need to build on the connectivity with Mexico to enhance economic opportunities on both sides</p> <ul style="list-style-type: none"><li>• Pay for improvements region by region; Yuma should not be paying for mistakes in the land use development by the Phoenix metropolitan area</li><li>• Improve capacities between population centers including international destinations</li><li>• Protect sustainability of Yuma's economy and environment by protecting land uses – agriculture, military, tourist industry, new industrial development</li><li>• Sustainable growth model to keep jobs, population and environment</li><li>• Impact of transportation network improvements on agriculture</li><li>• Development on the mesa and not in the valley</li></ul>		
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	<ul style="list-style-type: none"><li>• Extremely important to improve alternative modes of travel, fuel and transit networks to include rail service between Phoenix, San Diego and Tucson</li><li>• Rail service to be improved to include a train depot in Yuma and to act as land ferries to carry bicycles and smaller automobiles for use in urban areas</li><li>• Improve and support local bus service, with development of residential, shopping and employment centers sited to be sensitive to the development of transportation systems</li><li>• Improve "rubber tire" transit connections to regional transit options</li><li>• Improved commuter flights to popular destinations at reduced cost</li><li>• Bike lanes, paths and routes should be established in Yuma County and in the associated cities</li></ul>		
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	<ul style="list-style-type: none"> <li>• Small commuter vehicles, like golf-carts, mopeds, scooters should be promoted and given their own lanes in inner-city urban areas</li> <li>• Yuma's role as an inland port and need to be viewed as a hub for activity, including storage and transfer of goods</li> <li>• Yuma is lettuce growing capital of the country, sharing title with Salina, CA. Transportation of lettuce and similar products is a priority</li> <li>• Land use patterns, transportation systems and future plans should shift from reliance on the individual auto and urban sprawl as a method of growth to one focused on alternative methods</li> <li>• Alternative fuel could be an area of focus, but without reducing fuel demand and consumption also, the same problems we have today will be perpetuated over time</li> </ul>		
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	<ul style="list-style-type: none"><li>• Put funding and incentives into transit and non-automobile solutions, rather than simply building new roads</li><li>• In some cases, let the roads fail (level D and beyond) to provide a disincentive for using automobiles in certain areas</li><li>• Economic sustainability based on Yuma's agricultural industry, continued military presence, tourist industry, oil refineries and well placed industrial growth areas</li><li>• Increased demand on water and services based on relocation of retirees, agriculture, industry, California businesses</li><li>• Mexico – US relations – easier and faster border crossing with security remaining high</li><li>• International workers and investors should have better access to their markets</li></ul>		
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	<ul style="list-style-type: none"><li>• Youth population (under age 5 fastest growing segment at a rate of 30.7%) will change Yuma County from being considered a retirement community to one with a very dynamic and even more diverse workforce/population</li><li>• Future population will have education needs through university level, alternative transportation needs and ability to be safe at roadway crossing with over and under crossings considered</li><li>• Transit integrations should consider all land uses and transportation systems; transit should have special lanes and be expanded to make it more user friendly</li><li>• Transit should be sponsored by private industry and public employers whenever possible; the fare-box is a difficult way to support all transit costs, so private sector</li></ul>		
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	<p>support is necessary</p> <ul style="list-style-type: none"><li>• Wellton may become a center of regional significance with planned future oil refineries and ethanol plant(s)</li><li>• Silicone Border in Mexicali</li><li>• Fill in development from Araby to Telegraph pass</li><li>• Large industrial / employment area planned for eastern Yuma county</li><li>• Increase in size of suburban areas around Yuma, including Foothills</li><li>• Increased densities around Somerton and San Luis</li><li>• Agricultural lands kept separate from large growth areas which will be primarily on the mesa</li></ul> <p>Fatal flaws</p> <ul style="list-style-type: none"><li>• If transportation trend in the large metropolitan areas (Phoenix, Tucson) continue on an urban sprawl model dependent on ever expanding freeway systems to support commuters, there will be little transportation</li></ul>		
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	<p>funding left for smaller areas</p> <ul style="list-style-type: none"><li>• Yuma needs to base its land use and transportation systems on supporting a sustainable economy and protecting the fragile environmental systems in the County. Our land uses in the portion of the State should not allow population to spiral out of control as it has in the metropolitan areas.</li><li>• The existence of an international border creates a socio-economic barrier between two countries that share similar type problems</li></ul> <p>Environmental concerns</p> <ul style="list-style-type: none"><li>• The concept of promoting the development of a megalopolis between Phoenix and Tucson will be difficult to support over time and have dramatic negative impacts on the natural environment</li><li>• New growth should take</li></ul>		
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	<p>environmental impacts into considerations, availability of water over time, impact to the desert, wildlife, air pollution</p> <p>Other Issues</p> <ul style="list-style-type: none"><li>• More emphasis should be placed on the close ties we have with Mexico, specifically with the State of Sonora and State of Baja California</li><li>• Yuma's economy is highly influenced by the purchasing power of the people that commute for pleasure or business from Mexico to the United States and vice versa</li><li>• For future transportation planning, consideration should be given to the amount of traffic that flows not only within Yuma, but from and to the States of Baja California and State of Sonora</li><li>• Important to assure that both land use and transportation be considered in the planning effort</li><li>• The study needs</li></ul>		
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	<p>to consider more than just roadway improvements</p> <ul style="list-style-type: none"><li>• There may be areas in the state that should not be made accessible for aggressive development, but remain in its natural state, or in agricultural use</li><li>• The concept of "Economy of Scale," should be used to support development of increasing densities in the urban areas to promote land uses that will require more efficient transportation systems.</li><li>• Make efforts to assure that interstate freeways efficiently carry interstate traffic and are not constructed as commuter roadways to support continued urban sprawl</li></ul>		
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**"Building a Quality Arizona"**

**Statewide Transportation**  
*Planning Framework*

**Eastern Arizona  
Regional Framework Study  
Community Event Summary Report**



### Executive Summary

The Eastern Arizona Regional Framework Study team held four community events as part of the first round of public outreach for this project. Each event was held from 5:30 – 7 p.m. at each location noted below.

The meeting format combined a brief presentation to give a history and overview of the project with time to break out into small groups to discuss two questions:

1. What is your vision of the future of Arizona and your region?
2. Based on what you think the future holds, what are the transportation needs for your region?

Each small group chose a scribe from their table and worked through each question for the pre-determined amount of time. At the end of the meeting, each small group reported back to everyone. Team members acted as roving facilitators.

Common themes and divergent viewpoints across all geographic areas included:

- There are not enough maintenance dollars to maintain the current roadway system; improve the existing system
- The current transportation funding formula favors Maricopa and Pima Counties because it is based on population; any new funding source needs to be distributed differently
- Rail for passenger and commercial development needs to be a major component in future transportation systems; expanding and investing in rail/freight is vital to economic development
- When improving the transportation system, protect environmentally sensitive areas, wildlife corridors and wildlife habitats
- There is high level of interest in developing more public transit (in various forms)
- The growth of Phoenix and Tucson will put increased pressure on the already poorly maintained over-capacity state and interstate systems that provide access to the rural tourist attractions
- The interstate and state highway system needs improvement; new north-south and east-west corridors are needed
- The need for alternate routes/bypasses around population centers to alleviate congestion
- The need to deal with increased levels of truck traffic causing congestion, safety issues, and wear and tear on roadways
- Accommodating and developing alternatives for truck traffic resulting from increased mining in the Mogollon Rim and Copper Country focus areas, along with increased truck traffic from Mexico in the Cochise-Santa Cruz focus area
- Water will be a limiting factor in the growth of much of the eastern region
- Improve safety through access management and better bike and pedestrian facilities



**March 24, 2008**

Torreon Golf Clubhouse Pavilion  
651 S. Torreon Loop  
Show Low, AZ 85901

Total attendees: 7

Summary of comments received:

Funding will continue to be a critical issue. Planning efforts will be critical to success.  
Maintenance is a critical need.

**March 27, 2008**

Graham County General Services Building  
Assembly Room  
921 Thatcher Blvd.  
Safford, AZ 85546

Total attendees: 25

Summary of comments received:

Growth is coming but we want to stay rural. The existing system needs to be improved. Funding will be a challenge; legislative support is needed. Bypasses may be helpful, although they may take business away from local businesses.

**March 31, 2008**

St. Andrew Catholic Parish Kino Hall  
800 N. Taylor Drive  
Sierra Vista, AZ 85635

Total attendees: 18

Summary of comments received:

A desire for better connection to Mexico, more funding, expanded mass transit/intermodal transit (especially by rail), bypass routes and use of solar power as an energy source.

**April 8, 2008**

Americana Motor Hotel  
639 N. Grand Ave.  
Nogales, AZ 85621

Total attendees: 17

Summary of comments received:

A desire for bypasses, rail improvements and intermodal connectivity.



## **Community Workshop Summary Notes**

Date Produced: April 10, 2008

Meeting: Eastern Arizona Regional Framework Study  
Community Workshop – Mogollon Rim Focus Area

Date: Monday, March 24, 2008

Location: Torreon Golf Clubhouse Pavillion  
651 S. Torreon Loop  
Show Low, AZ 85901

Purpose: The purpose of the Community Event is to inform the public and interested parties about the Eastern Arizona Regional Framework Study process and activities; to receive input on existing regional conditions and identification of issues; and to encourage participants to provide additional ideas and recommendations.

Participants: LaRon Garrett, Town of Payson  
Karen Warhill, Pioneer News  
Wayne Grainger, Arizona Department of Transportation Globe District  
Ken Patterson, City of Show Low  
Jamie Winterstein, PB  
Jack Husted, WMRTC  
Ed Muder, City of Show Low

Team: ADOT: Bill Pederson, Jim Zumpf  
DMJM Harris: Laurel Parker  
URS Corporation: Aaron Iverson, Sunny Bush  
PDG: Andy Jacobs

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The community workshop was called to order at 5:45 p.m. by Laurel Parker.

### **Overview of Presentation**

Laurel Parker with DMJM Harris gave a PowerPoint presentation outlining the goals and objectives of the Statewide and Regional Transportation Planning Framework Study, community input received to date and schedule of community participation and the overall study. After the presentation, a general discussion was held regarding the following questions:

1. What is your vision of the future of Arizona and your region?



2. Based on what you think the future holds, what are the transportation needs for your region?

### **Summary of Community Workshop Input**

*What is your vision of the future of Arizona and your region?*

- Increased population growth
- Increased tourism
- New funding alternatives for maintenance and new facilities will need to be developed. Consider toll roads, impact fees, development fees on developers, new car fees, new sales taxes
- Funding will continue to be a critical issue
- Planning efforts will be critical to success
- Environmental mitigation costs will need to be evaluated
- Technologies and trends will change, which will change community needs

*Based on what you think the future holds, what are the transportation needs for your region?*

- Maintenance – critical need. Lack of adequate maintenance creates an adverse economic impact
- Relief from congestion needed – there's no way to exit from congested freeways during holiday weekend backups; creates a safety issue
- Distribution of funding should be re-evaluated and rural Arizona should be able to benefit more

### **Adjourn**

Laurel Parker thanked everyone for coming and giving their input. The meeting adjourned at 7 p.m.

Meeting summary notes produced by  
Sunny Bush, URS Corporation  
Public Involvement Specialist  
(602) 861-7440  
katherine\_bush@urscorp.com





## **Community Workshop Summary Notes**

Date Produced: April 10, 2008

Meeting: Eastern Arizona Regional Framework Study  
Community Workshop – Copper Country Focus Area

Date: Thursday, March 27, 2008

Location: Graham County General Services Building  
921 Thatcher Blvd.  
Safford, AZ 85546

Purpose: The purpose of the Community Event was to inform the public and interested parties about the Eastern Arizona Regional Framework Study process and activities; to receive input on existing regional conditions and identification of issues; and to encourage participants to provide additional ideas and recommendations.

Participants: Larry Nielsen, Community Member  
Gwen DeMott, Community Member  
Roberta Lopez, BLM  
Bill Harmon, ADOT Safford  
Jason Korts, City of Safford  
Ron Green, ADOT Safford District  
Bill Brandan, University of Arizona Cooperative Extension  
Tom Engel, ADOT  
Keith Alexander, U.S. House of Representatives  
Eric F. Merriman, Town of Thatcher  
Nancy-Jean Welker, Bowie  
Larry W. Hancock, City of Safford  
Melvin Rustin, Jr., Bylass  
Lorena Rustin, Bylass  
Devin Skinner, Arizona Game and Fish Department  
Marilyn Farr, Ft. Thomas  
Phillip Rommerud, Greenlee County  
Richard Lunt, Community Member  
Crystal Lilly, Community Member  
Dale & Ruth Luce, Community Member  
Doug Syfert, Community Member  
Paul R. David, ADOT Safford District  
Jim Palmer, Graham County  
Chuck Parnell, Community Member  
Rich Gaar, Southeastern Arizona Governments Organization

Team: ADOT: Linda Ritter  
DMJM Harris: Laurel Parker



URS Corporation: Aaron Iverson, Sunny Bush  
SIMG: Kelly Hawke

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The community workshop was called to order at 5:30 p.m. by Laurel Parker.

### **Overview of Presentation**

Laurel Parker with DMJM Harris gave a PowerPoint presentation outlining the goals and objectives of the Statewide and Regional Transportation Planning Framework Study, community input received to date and schedule of community participation and the overall study. After the presentation, she instructed each small group of approximately six people to choose a scribe, discuss the following questions and record their answers:

1. What is your vision of the future of Arizona and your region?
2. Based on what you think the future holds, what are the transportation needs for your region?

About 45 minutes later, she asked each small group to report back to the entire group. Following is a summary of what each group discussed and recorded.

### **Summary of Community Workshop Input**

*What is your vision of the future of Arizona and your region?*

- Growth will get here – we are going to grow
- We do not want to look like Phoenix and Scottsdale. We like the rural, small town atmosphere. Small rural towns are part of Arizona
- Legislative support is needed for rural areas
- Rail and mass transit will be important for the future
- Alternative routes will be needed for Highway 191
- A good road system will be needed to promote economic development
- Infrastructure should be put into place to support growth
- Safety should be improved – funding will be necessary
- Wide roads for access control will be needed
- The existing system should be improved
- Land use similar to today's but greater in magnitude: AG, mining, federal/tribal interests and bands of residential and commercial use.
- Manage transportation system to provide needed capacity in a safe, efficient manner
- Accommodate regional/retail/service hubs as development occurs in Safford area. Provide for growing industrial base

*Based on what you think the future holds, what are the transportation needs for your region?*

- Funding will be a challenge. Legislative support is needed



- Local needs include public transportation for seniors who can't drive, bus service, and taxi service
- Keep funding in place for rural Arizona. Do not take H.U.R.F funds to finance other areas
- Other methods must be developed for rerouting I-10 traffic during emergency and dust times
- Provide avenues for wildlife to cross major freeways and roadways without being on the roadways
- There is congestion in Safford, Thatcher and Pima, and road improvements are needed
- A bypass would be beneficial for Graham County, but could be bad for local businesses
- Better mass transit is needed – bus service, shuttle service
- Rest areas on interstates have been closed but should be re-opened. Perhaps the could be privatized
- Traffic controls are needed to slow people down
- Turn lanes and center turn lanes are needed off the highway
- There should be an increase in highway patrol/law enforcement
- Truck traffic issues should be resolved
- Improve Swift Trail (S.R. 366), Frye Mesa Road
- Improve U.S. 60, U.S. 70 and U.S. 191 corridors; realign as necessary,
- Develop high-speed freeway-style highways: Phoenix-Globe-Safford-Duncan and Bowie
- Consider new alignment along San Simon River to connect I-10 and U.S. 70 (Bowie/San Simon-Safford)
- Consider route from Bonita to Willcox to connect S.R. 266 to S.R. 186.
- Develop public transportation facilities
- Develop airport and railroad facilities
- Pre-identify corridors
- Appropriate economic development

#### **Adjourn**

After each small group reported back to the entire group, Laurel Parker thanked everyone for coming and giving their input. The meeting adjourned at 7 p.m.

Meeting summary notes produced by  
Sunny Bush, URS Corporation  
Public Involvement Specialist  
(602) 861-7440  
katherine\_bush@urscorp.com



## **Community Workshop Summary Notes**

Date Produced: April 4, 2008

Meeting: Eastern Arizona Regional Framework Study  
Community Workshop – Santa Cruz/Cochise Focus Area

Date: Monday, March 31, 2008

Location: 800 N. Taylor Drive  
Sierra Vista, AZ 85635

Purpose: The purpose of the Community Event was to inform the public and interested parties about the Eastern Arizona Regional Framework Study process and activities; to receive input on existing regional conditions and identification of issues; and to encourage participants to provide additional ideas and recommendations.

Participants: Dave Bonner, City of Willcox  
Tom Dabbs, BLM Tucson Field Office  
Mike Devine, Motor Vehicle Division  
Roger Devrie, Community Member  
Carol Dockter, City of Sierra Vista  
Tia Faulconer, Sierra Vista Public Schools  
David Gilcreest, Community Member  
Michael Gomez, City of Douglas  
Dave and Pamela Harlan  
Michael Hemesath, City of Sierra Vista  
Craig Johnson, City of Sierra Vista  
Karen Lamberta, Community Member  
Rick Mueller, City of Sierra Vista  
Tom Reardon, City of Sierra Vista  
Scott Richardson, U.S. Fish and Wildlife Service  
Curtis A. Shook, City of Douglas  
Jeff Stoddard, City of Willcox

Team: ADOT: Teresa Welborn, Jim Zumpf  
DMJM Harris: Laurel Parker  
URS: Aaron Iverson  
Gordley Design Group: Melissa Benton, Angie Brown

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The community workshop was called to order at 5:45 p.m. by Laurel Parker.





### **Overview of Presentation**

Laurel Parker with DMJM Harris gave a PowerPoint presentation outlining the goals and objectives of the Statewide and Regional Transportation Planning Framework Study, community input received to date and schedule of community participation and the overall study. After the presentation, she instructed each small group of approximately six people to choose a scribe, discuss the following questions and record their answers:

1. What is your vision of the future of Arizona and your region?
2. Based on what you think the future holds, what are the transportation needs for your region?

About 45 minutes later, she asked each small group to report back to the entire group. Following is a transcription of what each group recorded.

### **Summary of Community Workshop Input**

*What is your vision of the future of Arizona and your region?*

- High growth, although water may limit that
- 2030 – population will be expanding
- 2050 – not so much growth
- Need to be able to get between growth areas
- Pollution
- Congestion
- Benson needs to be a focal point
- Benson and Willcox to be distribution centers
- Possible water limits in Sierra Vista and Benson or “bedroom communities” for Tucson
- Better connection to Mexico, with better border crossings (better support and funding)
- Visions for the whole state (not just the two urban areas)
- Due to a fear of hazardous materials – we may not want commercial port
- Need to balance development pressures with environmental constraints and water limits

*Based on what you think the future holds, what are the transportation needs for your region?*

- Reduced pollution
- Reduced congestion
- Expanded mass transit
- Bypass routes around urban centers to redirect trucks away from cities
- Special conditions for semi-truck transportation
- Plan to facilitate commerce in the rural areas
- Corridors with higher number of lanes
- Improved Highways 191, 92 and 80
- Straightened roads
- Alleviated congested intersections
- Increased intermodal transportation – rail, air, bus, other transit systems
- Utilize rail more for lower pollution – the infrastructure is already in place
- Need air and rail support – reduce pollution and environmental impacts





- Convert to rail for goods and people transport for statewide network
- Commute/shuttle via air service (take care to not interfere with unmanned flights from Fort Huachuca)
- Upgrade regional airports
- High-speed trains and city network
- Mass transit between communities and a transit highway lane
- People-movers that aren't just cars – mass transit, busses, vans
- Education to help change people's mindset and culture toward the use of private autos instead of mass transit
- Identify and acquire or re-acquire railroad right of way
- Connect communities via bus
- Conservation of trips – one person shops for neighbors, car-share
- Solar/electric transport
- Need more than one way in or out
- Smooth traffic flow through urban areas using bridges, overpasses or bypasses
- Connection to Mexico – better border crossings, improved ports of entry
- Expanded partnerships with Mexico for improved transportation at border
- State needs to take lead with municipalities and Mexico, and work with Port Authority
- Take advantage of free trade zone
- Efficient movement of local products
- Video network conference
- Tele-commuting (using fiber-optic transmission so as to not interfere with Fort Huachuca)
- Build before they come
- Use revenue from sale of state land to pay for transportation network

#### **Adjourn**

After each small group reported back to the entire group, Laurel Parker thanked everyone for coming and giving their input. The meeting adjourned at 7 p.m.

Meeting summary notes produced by  
Angie Brown, Gordley Design Group  
Public Involvement Specialist  
(520) 327-6077  
angie@gordleydesign.com



## **Community Workshop Summary Notes**

- Date Produced: April 10, 2008
- Meeting: Eastern Arizona Regional Framework Study  
Community Workshop – Santa Cruz/Cochise Focus Area
- Date: Monday, March 31, 2008
- Location: 639 N. Grand Avenue  
Nogales, AZ 85621
- Purpose: The purpose of the Community Event was to inform the public and interested parties about the Eastern Arizona Regional Framework Study process and activities; to receive input on existing regional conditions and identification of issues; and to encourage participants to provide additional ideas and recommendations.
- Participants: Olivia Ainza-Kramer, Nogales Santa Cruz County Chamber of Commerce  
Scott Altherr, Santa Cruz County  
Alfredo Alvarez, Mc Donald's  
Ron C, Community Member  
Nancy and Chris Fleming  
Mike Foster, Rio Rico Fire District  
Rich Gaar, SouthEastern Arizona Governments Organization  
Marina C. Galhouse, Santa Cruz County  
Gary H. Gay, Town of Patagonia  
Norm Land, BAC  
Quentin Lewton, Friends of Scenic Highway 82/83  
Bobbie Lundstrom, Community Member  
Marshall Magruder, Community Member  
Annie McGreevy, Friends of Scenic Highway 82/83  
Guy Moussalli, City of Nogales  
Dave Naugle, Community Member  
John Pilger, SCVBAC  
Roy Schoonover, Tucson Pima County Bicycle Advisory Committee  
Joan Scott, Arizona Game and Fish Department  
Nils Urman, City of Nogales
- Team: ADOT: Teresa Welborn, Jim Zumpf  
DMJM Harris: Laurel Parker  
URS: Aaron Iverson, Sunny Bush  
Gordley Design Group: Melissa Benton, Paki Rico



The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The community workshop was called to order at 5:45 p.m. by Laurel Parker.

### **Overview of Presentation**

Laurel Parker with DMJM Harris gave a PowerPoint presentation outlining the goals and objectives of the Statewide and Regional Transportation Planning Framework Study, community input received to date and schedule of community participation and the overall study. After the presentation, she instructed each small group of approximately six people to choose a scribe, discuss the following questions and record their answers:

1. What is your vision of the future of Arizona and your region?
2. Based on what you think the future holds, what are the transportation needs for your region?

About 45 minutes later, she asked each small group to report back to the entire group. Following is a transcription of what each group recorded.

### **Summary of Community Workshop Input**

*What is your vision of the future of Arizona and your region?*

- Ports of entry (three in Nogales) expansions
- Automatic "check point" passes at border, border check points, etc. for locals
- Passenger air service at Nogales International Airport (individual commerce)
- Commuter plane between Phoenix and Nogales airports
- Growth limited by water availability
- Concern about increased mine traffic along state Highway 83
- Increasing densities of population centers in order to reduce sprawl and make public, inter-city transit a feasible option (train or high speed buses) – concentrate growth
- Problems associated with truck traffic through Patagonia and Sonoita, especially with safety at intersections

*Based on what you think the future holds, what are the transportation needs for your region?*

- I-10 cut-off (Sahuarita) to relieve traffic on S.R. 82, Patagonia at least to I-19
- Peck Canyon + Palo Parado + others to match growth (plan together)
- Major corridors – I-19/S.R. 82 trans-border
- Commercial vehicle bypass trans-border of population center
- Commercial vehicle bypass of S.R. 82 (alternate to I-10 east), eg: Mexico east to Douglas, S.R. 80 north to I-10
- Freeway proactively widened to accommodate growth
- Complete frontage roads on I-19 Nogales to Tucson
- Bridges over Santa Cruz River in north Rio Rico area
- Study the feasibility of a bypass or loop
- Study the intersection of Highways 82 and 83



- Safe and sustainable pavement in southeast area to remedy substandard existing infrastructure
- No interconnecting traffic on S.R. 82 (local only)
- S.R. 83 – build I-10 bridge ASAP
- Grand Avenue/Trolley Avenue to expedite traffic
- Consider expanding River Road (Gargo airport access)
- Segments – air, rail, road, off-road individual/public/commercial/emergency (frontage roads)
- Bridges over Southeast River and Union Pacific Railroad in Nogales, Rio Rico, Tubac and Amado – all segments
- Need county-wide transit system
- Interconnect on transit systems (bus, train, air)
- Park and Ride, series of multi-level Nogales terminals (parking area)
- Access to "para" transit for handicapped/ICC throughout county
- Non-motorized safety pathways benefits routes
- Public transportation alternatives needed
- I-19 bus/shuttle: countrywide vs. light rail (Hermosillo to Phoenix) "capital to capital"
- Need multi-use (bike, hike, horse) trails (Sonoita to Nogales), complete Anza Trail and Arizona Trail (parking trail head and toilet)
- Commuter services between Tucson and Nogales – bus, light rail
- Need crosswalks S.R. 82 (Patagonia, Birders)
- Maximize pedestrian access and movement throughout Nogales
- Pedestrian overpasses; truck overpasses
- Bike routes everywhere
- Funding for local transit
- Circulatory buses between communities
- Grand Avenue transformed from a high-speed corridor for cars to a livable, complete street
- Increase efficiency of trans-border crosses (all segments)
- Commuter rail from Flagstaff to Nogales, through Phoenix and Tucson or bus rapid transit with links to local transit
- Passenger rail to Hermosillo (bus exits)
- Railroad – two pedestrian and three overpasses in Nogales and Pendleton
- Need railroad sitings (for Border Patrol)
- Need detailed railroad crossing study
- Explore potential to relocate Union Pacific Railroad out of city (short term)
- Rail traffic through town poses hazards, so is rerouting tracks a possibility?
- Respect "low growth" land use areas (smart) in northeast and northwest Santa Cruz County
- Preserve wildlife corridors everywhere along S.R. 82/I-19 (high underpasses)
- Wildlife connectivity: underpasses/overpasses
- Maintaining large open space areas as buffers and corridors
- Commercial freight (railroad + road) – expedite
- Use technology to improve speed, security, accuracy
- Enforce laws with modern technology (lamedas, etc.)
- Signage program – safety, way-finding, human-factored



**Adjourn**

After each small group reported back to the entire group, Laurel Parker thanked everyone for coming and giving their input. The meeting adjourned at 7 p.m.

Meeting summary notes produced by  
Angie Brown, Gordley Design Group  
Public Involvement Specialist  
(520) 327-6077  
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**"Building a Quality Arizona"**

**Statewide Transportation**  
*Planning Framework*

**Eastern Arizona  
Regional Framework Study  
Focus Group Summary Report**



### Executive Summary

The Eastern Arizona Regional Framework Study team held a total of nine focus groups as part of the first round of public outreach for this project. At each of three locations noted below, three focus groups were held as follows:

8:30 - 10 a.m.	Transportation Focus Group
10:30 a.m. - noon	Environmental Focus Group
2 - 3:30 p.m.	Business/Economic Development Focus Group

The meeting format combined a brief presentation to give a history and overview of the project with time for discussion on a series of questions.

Common themes and divergent viewpoints across all geographic areas included:

- There are not enough maintenance dollars to maintain the current roadway system; improve the existing system.
- The current transportation funding formula favors Maricopa and Pima Counties because it is based on population; any new funding source needs to be distributed differently.
- Rail for passenger and commercial development needs to be a major component in future transportation systems; expanding and investing in rail/freight is vital to economic development.
- When improving the transportation system, protect environmentally sensitive areas, wildlife corridors and wildlife habitats.
- There is high level of interest in developing more public transit (in various forms).
- The growth of Phoenix and Tucson will put increased pressure on the already poorly maintained over-capacity state and interstate systems that provide access to the rural tourist attractions.
- The interstate and state highway system needs improvement; new north-south and east-west corridors are needed.
- The need for alternate routes/bypasses around population centers to alleviate congestion.
- The need to deal with increased levels of truck traffic causing congestion, safety issues, and wear and tear on roadways.
- Accommodating and developing alternatives for truck traffic resulting from increased mining in the Mogollon Rim and Copper Country focus areas, along with increased truck traffic from Mexico in the Cochise-Santa Cruz focus area.
- Water will be a limiting factor in the growth of much of the eastern region.
- Improve safety through access management and better bike and pedestrian facilities.



### **March 24**

Torreon Golf Clubhouse Pavilion  
651 S. Torreon Loop  
Show Low, AZ 85901

Transportation Focus Group

Total attendees: 14

Summary of comments received:

- Maintenance is more important than developing new facilities
- A bypass around Show Low is needed
- Additional funding needed
- New housing developments require infrastructure
- Increased truck traffic in the region
- Tourism is a large economic factor and brings a lot of traffic in the summer

Environmental Focus Group

Total attendees: 6

Summary of comments received:

- Construction of new highways/roadways in sensitive areas should be well planned
- East/west routes will be important
- More truck traffic along S.R. 191 will impact wildlife
- The need for diversity of experiences will increase and access must be addressed

Business/Economic Development Focus Group

Total attendees: 8

Summary of comments received:

- There is a need for more capacity on existing roadways
- New developments and growth are coming
- Truck traffic needs to be accommodated
- There is a need for more rail

### **March 27, 2008**

Graham County General Services Building  
Assembly Room  
921 Thatcher Blvd.  
Safford, AZ 85546

Transportation Focus Group

Total attendees: 6

Summary of comments received:

- Funding is a key issue
- East-west travel alternatives need to be developed
- Need more capacity on existing roadways
- Rural areas considered urban playgrounds and users want roads to access the area
- Need to get truck traffic out of the communities



### Environmental Focus Group

Total attendees: 7

Summary of comments received:

- Population growth is inevitable and environmental impacts must be considered in new transportation networks
- Environmental issues to consider are water and wildlife
- A bypass or some other alternative should be considered as an alternate route in the event of accidents or heavy truck use on I-10
- Access to Mt. Graham observatory is key

### Business/Economic Development Focus Group

Total attendees: 5

Summary of comments received:

- As copper continues as an economic driver, roads need to be improved and expanded
- Highway 70 is a potential major artery for the State
- Need to rethink how we use resources
- A rural transportation coalition should be developed and legislators should be approached for funding

### **March 31, 2008**

St. Andrew Catholic Parish Kino Hall  
800 N. Taylor Drive  
Sierra Vista, AZ 85635

### Transportation Focus Group

Total attendees: 5

Summary of comments received:

- Need for corridors/bypasses and more funding
- Need transit options
- Not a lot of economic development in the region; Fort Huachuca and tourism are the driving forces behind the economy
- Cochise County is planning on moving toward the use of solar power
- Concern about the rising cost of gas and the impact that will have on the transportation and transit networks

### Environmental Focus Group

Total attendees: 7

Summary of comments received:

- Wildlife corridors are very important, from an environmental and also public safety standpoint
- Concern about the rising cost of gas and the impact that will have on the transportation and transit networks
- Resource agencies would like to share information with Arizona Department of Transportation on studies, plans and right of way

### Business/Economic Development Focus Group

Total attendees: 8



Summary of comments received:

- Improve what currently exists
- Need more funding
- Not many people live in Cochise County, but many live just south of the border and come into the U.S. to shop
- Not a lot of economic development in the region; Fort Huachuca and tourism are the driving forces behind the economy
- Ports of entry are major activity centers; Douglas and Naco may get more traffic, and will need improved roads in the area
- Concern about the rising cost of gas and the impact that will have on the transportation and transit networks



## **Transportation Focus Group Mogollon Rim Focus Area Summary Notes**

Date Produced:	April 8, 2008
Meeting:	Eastern Arizona Regional Framework Study Transportation Focus Group Mogollon Rim Focus Area
Date:	Monday, March 24, 2008
Location:	Torreón Golf Clubhouse Pavilion 651 S. Torreón Loop Show Low, AZ 85901
Purpose:	The purpose of the focus group was to have dialogue with interested parties about the Eastern Arizona Regional Framework Study process and activities; to receive input on existing regional conditions and identification of issues with regard to transportation; and to encourage participants to provide additional ideas and recommendations.

### **Participants:**

- Dusty Parsons, Navajo County
- Ron Solomon, Town of Taylor
- Kay Dyson, Town of Springerville
- Kenneth Patterson, City of Show Low
- Ed Wilson, ADOT Holbrook
- Ferrin Crosby, Apache County
- Eric Duthie, Town of Taylor
- Rod Ross, Navajo County
- Justin Tregeskes, City of Show Low
- Colbert Burnette, WMAT
- Richard Palmer, WMAT
- Laurie Frost, Navajo County
- Tom Thomas, Pinetop Lakeside
- James Matteson, Navajo County Public Works Department

### **Team:**

- ADOT: Bill Pederson, Jim Zumpf
- DMJM Harris: Laurel Parker
- URS: Aaron Iverson, Sunny Bush
- PDG: Joy Butler, Andy Jacobs



The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The focus group was called to order at 8:35 a.m. by Laurel Parker.

### **Overview of Presentation**

Laurel Parker with DMJM Harris gave a PowerPoint presentation outlining the goals and objectives of the Statewide and Regional Transportation Planning Framework Study, community input received to date and schedule of community participation and the overall study.

### **Summary of Focus Group Discussion**

*16. From your perspective, what are the regional multimodal and commercial transportation issues that the Regional Framework Study must address? Let's go around the table and have each of you provide your thoughts.*

- Transportation in the area is important for:
  - Tourism
  - Emergency preparedness
  - Future development
- There is half a billion dollars worth of construction on the books currently.
- Improvements to Highways 277/260/77 are needed and have been identified in previous studies, but some other areas have not been covered in recent studies. Other highways need to be considered for improvement and upgrades:
- Highway 191 (this is the link to I-40)
- U.S. 60 (Bottlenecks should be eliminated. The roadway should be improved to 6-8 lanes.)
- S.R. 61
- New development will generate needs for an expanded transportation network to support newly developing businesses:
  - Wind generation/farms – Apache County
  - Biomass plant – Heber
  - Biofuels
- Rail is critical for eastern Arizona communities.
- Passing is dangerous along the Gila River.

- Local Issues:
  - Show Low will eventually need a bypass.
  - There are currently no north-south routes.
  - Even with planned improvements, by 2030 we will be in gridlock.
  - Transportation problems are particularly related to summer tourism. It's impossible to get through Show Low on weekends during the summer and on holidays.
  - The traffic lights through downtown Show Low need to be synchronized to move traffic.
  - There is a need for a different route through Show Low because the main route is built out – it can't be widened any more due to right-of-way issues.

*17. What transportation modes can share alignments and where should they do so within the region? What modes should operate in separate corridors, and where within the region?*

- The National Forest Service Draft Management Plan has been prepared and is currently undergoing public comment. It will be available in 2009 from Apache Sitgreaves Forest Service. Some people are opposed to recommendations included in it because they feel that many routes will be eliminated, potentially hurting the economy and tourism. One attendee stated that only a small increase in road closures are recommended in the document, and all decisions should be based on actual components of the Plan.
- Affects on tribal property with development of some routes are of some concern. Historically, Route 44 has been discussed in this context, and it was suggested that it would be better to develop Route 44 rather than go along tribal border. Resulting development could adversely affect the tribes.
- Improvements in Salt River Canyon extending to Show Low are needed. In addition, S.R. 260 needs improvement. Maintenance of the facilities is an issue, perhaps maintenance is even more important than developing new facilities. Funding continues to be a problem.

*18. When you look to the future (2050 and beyond), what are the multimodal transportation and commercial transportation trends occurring and how should regional transportation planning address these issues?*

- Funding for new projects and economic development are developing trends. There are a number of new projects in the area that will impact the future. There are currently many new housing developments in the Show Low area (45 permits have recently been issued). Sales tax revenues are still increasing. This is not occurring as fast as projected, but revenues are still growing.
- Another trend is that the work force lives in outlying areas. There is solid traffic from Taylor and Snowflake in morning commute.

*19. Are there transit options that can be developed or expanded within the region to serve future employment centers?*

- Rail as a mode of transit is too expensive to justify. Rail is also not readily supportable for industry.



- Public transportation is developing regionally with buses. Increased fuel costs will drive individuals to use buses. Buses are important for tribal communities to come into Show Low. There are quality of life issues with veterans traveling from Apache County for medical care. The Hon-Dah bus service is available for employees from tribal lands and the Sunrise bus service is used by the White River community. There is a need to develop bus service in a more focused/overall way. Possibly biofuel options could be developed to support bus service.

*20. Are there multimodal/commercial transportation issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?*

- Truck traffic is huge in the region. Much of the truck traffic is for the transport of copper. The roadways are not built to accommodate weight of those trucks. Rail would be more appropriate for freight transport, but spur access is difficult.
- Air transport (as opposed to rail) should be considered. It is more cost-effective and can accommodate medical resources, freight transport and people. There is an increase in development of second homes in the region. Fuel costs will encourage people to stay full-time instead of commuting.

*21. Are there additional issues you believe that the Regional Framework Study should address specifically as it relates to multimodal/commercial transportation interests?*

- Funding is a huge issue. There needs to be a different formula for distribution of money. Smaller communities could solve regional issues if more money were to be allocated. An understanding of the differences in dynamics between Maricopa County and smaller communities is necessary. Support of transportation facilities with sales tax in larger communities is feasible, but it is more difficult to accomplish in smaller communities.
- Growth should pay for growth. With a sales tax mechanism in place, it could make a difference over time. Also, the cost of fuel and resulting gas use will fluctuate.
- The studies tend to look at ADOT road systems, not rural systems, where there are often longer distances to travel. Funding mechanisms must be adjusted to accommodate rural communities – income vs. cost.
- Construction and maintenance costs are out of line. Decorative use along highways is a waste of money. There is a lot of money going to things that are not necessary.

*22. How would you like to be involved as the process unfolds? And who else should be involved representing multimodal/commercial transportation interests?*

- Apache County/tribal land needs should be considered in the study. White Mountain tribal representatives should be included in this study group for this area. The White Mountain Apache Tribe would like to have input into the White Mountain Regional Transportation Study.
- Efforts should be placed on ways to generate economic development to support products for highway maintenance/construction. Suggestions include recycling of tires and other products, recycling/green credits, use of coal,



biomass products, and other recycled items, and use of regional products to support and sustain the efforts.

**Adjourn**

Laurel Parker thanked everyone for coming and giving their input. The meeting was adjourned at 10 a.m.

Meeting summary notes produced by  
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## **Environmental/Conservation Focus Group Mogollon Focus Area Summary Notes**

Date Produced:	April 8, 2008
Meeting:	Eastern Arizona Regional Framework Study Environmental/Conservation Focus Group Mogollon Focus Area
Date:	Monday, March 24, 2008
Location:	Torreón Golf Clubhouse Pavilion 651 S. Torreón Loop Show Low, AZ 85901
Purpose:	The purpose of the focus group was to have dialogue with interested parties about the Eastern Arizona Regional Framework Study process and activities; to receive input on existing regional conditions and identification of issues with regard to environmental and conservation issues; and to encourage participants to provide additional ideas and recommendations.

**Participants:**

- Michael Lomayaktewa, Bureau of Indian Affairs
- Chris Bagnoli, Arizona Game and Fish Department, Pinetop
- Sue Sitco, The Nature Conservancy
- Bob Dyson, U.S. Forest Service
- Justin Tregeskes, City of Show Low
- Richard Palmer, WMAT

**Team:**

- ADOT: Bill Pederson, Jim Zumpf
- DMJM Harris: Laurel Parker
- URS Corporation: Aaron Iverson, Sunny Bush
- PDG: Joy Butler, Andy Jacobs

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The focus group was called to order at 10:35 a.m. by Laurel Parker.

### **Overview of Presentation**

Laurel Parker with DMJM Harris gave a PowerPoint presentation outlining the goals and objectives of the Statewide and Regional Transportation Planning Framework Study, community input received to date and schedule of community participation, and the overall study.

### **Summary of Focus Group Discussion**

1. *From your perspective, what are the regional multimodal and commercial transportation issues that the Regional Framework Study must address? Let's go around the table and have each of you provide your thoughts.*
  - Crowding in summer is the number one issue for transportation. Lots of people are coming to the area from Phoenix and Tucson. Travel along Highway 260 during holidays from national forest portals/exits is a good example. There needs to be a way to refine entry points to national forest.
  - Construction of new highways/roadways in the context of sensitive areas should be well planned.
  - Sensitive areas (cultural, social, environmental) need to be protected. Roadblocks to areas that are not really sensitive should be removed. In particular, areas for development/transportation that are really under protected status should be differentiated.
  - Wildlife connectivity should be considered when widening roadways. Increased lanes limit connectivity and increase safety issues. This is important for both new road construction as well as widening efforts for existing roadways.
  - There are key habitat issues related to transportation in the area:
  - Grassland fragmentation can be a problem, because grasslands hold aquifers.
  - Fencing along the highways should be integrated into the landscape for control of elk/deer/small animals
  - De-icing agents used in winter affect animals. Use of salt for winter snow removal causes chemical contamination. Increased roadways will create increased chemical use.
  
2. *What transportation modes can share alignments, and where should they do so within the region? What modes should operate in separate corridors, and where within the region?*
  - Plans have been developed that address this issue. The National Forest Plan Revision identifies areas of conservation concern with regard to transportation. The Apache-Sitgreaves Forest Service worked with the public to address and identify areas impacted by development.
  - Future land exchanges could impact the use of forest land and land that could be placed into private development.
  - Linkage assessments have been done with ADOT. Areas of Conservation Priority (ACEP) identify conflicts between transportation and wildlife values.
  - The White Mountain Apache Tribe has done a long-range transportation study. This does not include a conservation plan.



3. *When you look to the future (2050 and beyond), what are the multimodal transportation and commercial transportation trends occurring and how should regional transportation planning address these issues?*
  - Future efforts should be more community-related.
  - There should be a bypass for the Show Low/Pinetop area from Salt River Canyon to accommodate traffic.
  - East/west transportation will be important. More truck traffic along S.R. 191 will occur from Eager to Safford for transport of copper.
  - Wind power generation will occur (Dry Lakes Project underway). Development will occur near the plant.
  - Rim Road, which traverses the top of Rim, will need paving. This would facilitate ingress/egress in area for emergency.
  - There needs to be ways to get people out of vehicles, especially in the congested community areas. Urban trail systems need to be developed. Heber has off-road paved areas (off-street pedestrian pathways for recreation/hiking).
4. *Are there transit options that can be developed or expanded within the region to serve future employment centers?*
  - Mass transit/rail systems need to be developed. There needs to be comprehensive planning to accommodate people who travel to forests.
5. *Are there multimodal/commercial transportation issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?*
  - Smaller facilities will be developed to accommodate biofuel production. This will create the potential for more truck traffic.
  - Tourism will occur, both within the state and from other states. This will have an impact on roadways and wildlife. Access to Sunrise Ski Area and Big Lake must be considered in the context of wildlife.
  - Recreation needs must be considered in relation to development of roadways. There will be increased roadway usage by more high-tech vehicles.
  - The need for diversity of experiences will increase and access must be addressed.
6. *Are there additional issues you believe that the Regional Framework Study should address specifically as it relates to multimodal/commercial transportation interests?*
  - ADOT should carefully consider the Natural Infrastructure Map when planning.
  - Truck traffic is an issue. Alpine, Clifton, Sunrise Ski Area, Big Lake are all scenic byways, and are not intended for truck traffic.
7. *How would you like to be involved as the process unfolds? And who else should be involved representing multimodal/commercial transportation interests?*
  - Keep us informed and involved.



**Adjourn**

Laurel Parker thanked everyone for coming and giving their input. The meeting was adjourned at noon.

Meeting summary notes produced by  
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## **Business/Development Focus Group Mogollon Rim Focus Area Summary Notes**

Date Produced:	April 8, 2008
Meeting:	Eastern Arizona Regional Framework Study Business/Development Focus Group Mogollon Rim Focus Area
Date:	Monday, March 24, 2008
Location:	Torreon Golf Clubhouse Pavillion 651 S. Torreon Loop Show Low, AZ 85901
Purpose:	The purpose of the focus group was to have dialogue with interested parties about the Eastern Arizona Regional Framework Study process and activities; to receive input on existing regional conditions and identification of issues with regard to business and development issues; and to encourage participants to provide additional ideas and recommendations.

### **Participants:**

- Kenneth Patterson, City of Show Low
- Jules Holzgrafe, Show Low Chamber of Commerce
- Janaya Kakavas, Show Low Chamber of Commerce
- Jamie Winterstein, PB
- Jeff McCormick, AZ Commerce
- Justin Tregaskes, City of Show Low
- Steve North, City of Show Low
- Jean Dieterich, White Mountain Independent Newspaper

### **Team:**

- ADOT: Bill Pederson, Jim Zumpf
- DMJM Harris: Laurel Parker
- URS Corporation: Aaron Iverson, Sunny Bush
- PDG: Joy Butler, Andy Jacobs

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The focus group was called to order at 2:00 p.m. by Laurel Parker.





### **Overview of Presentation**

Laurel Parker with DMJM Harris gave a PowerPoint presentation outlining the goals and objectives of the Statewide and Regional Transportation Planning Framework Study, community input received to date and schedule of community participation, and the overall study.

### **Summary of Focus Group Discussion**

1. *From your perspective, what are the regional multimodal and commercial transportation issues that the Regional Framework Study must address? Let's go around the table and have each of you provide your thoughts.*
  - More passing lanes are needed between Show Low and other communities, including Heber, Holbrook, Globe and Overgaard.
  - More rail access is needed for commercial/industrial use. This is a big priority for new development that might want to locate in the area.
  - Flexibility and capacity are important issues to address. More ways to move goods to and from the area are needed. Use rail and truck to move goods. Time is a big component in movement of goods and people. If it takes too long to get to the area, people will stop coming. This will create an economic problem.
  - Truck traffic should be limited to one lane, leaving the remaining two lanes for car traffic.
  - Highway maintenance issues will deter visitation.
2. *What transportation modes can share alignments, and where should they do so within the region? What modes should operate in separate corridors, and where within the region?*
  - None discussed.
3. *When you look to the future (2050 and beyond), what are the multimodal transportation and commercial transportation trends occurring and how should regional transportation planning address these issues?*
  - Gas prices will keep people local, and Arizona residents will be more likely to stay in Arizona for vacations.
  - There are a number of new development projects underway and planned for the future:
    - Event center housing minor league hockey team
    - Commercial development located on the bluff
    - Paper mill
    - Development along U.S. 60 toward Vernon area (much of the development is along the highway)
    - Expansion of Gonzales Pass
  - There will be a lot more truck traffic in the future.
  - Interconnectivity with internet access will create more delivery of goods via trucks, USPS, and other modes of delivery.
  - Show Low is the hub of the Mogollon region, and community needs are changing to a retail/commercial market.
  - A key economic need will be to establish industries that ship goods by rail.



- Air transportation will be important to develop additional commercial/economic markets.
- Future living trends would include:
  - Mixed use developments
  - Master plan communities so that residents can work near where they live
  - Options for telecommuting – remote access to workplace
- 4. *Are there transit options that can be developed or expanded within the region to serve future employment centers?*
  - Local buses between communities are needed.
- 5. *Are there multimodal/commercial transportation issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?*
  - Rail provides challenges; the capacity to make use of existing rail lines is very limited.
  - Development of electric rail cars would be good, but there would be a problem with timely, available recharging.
- 6. *Are there additional issues you believe that the Regional Framework Study should address specifically as it relates to multimodal/commercial transportation interests?*
  - None mentioned.
- 7. *How would you like to be involved as the process unfolds? And who else should be involved representing multimodal/commercial transportation interests?*
  - No discussion.

#### **Adjourn**

Laurel Parker thanked everyone for coming and giving their input. The meeting was adjourned at 3:30 p.m.

Meeting summary notes produced by  
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## **Transportation Focus Group Copper Country Focus Area Summary Notes**

Date Produced:	April 10, 2008
Meeting:	Eastern Arizona Regional Framework Study Transportation Focus Group Copper Country Focus Area
Date:	Thursday, March 27, 2008
Location:	Graham County General Services Building 921 Thatcher Blvd. Safford, AZ 85546
Purpose:	The purpose of the focus group was to have dialogue with interested parties about the Eastern Arizona Regional Framework Study process and activities; to receive input on existing regional conditions and identification of issues with regard to transportation; and to encourage participants to provide additional ideas and recommendations.

**Participants:**

- Gary Mangum, Thatcher Unified School District
- Richard Lunt, Greenlee County
- Rich Gaar, SouthEastern Arizona Governments Organization
- Michael Bryce, Graham County
- Mark Tregaskos, Safford School District
- Heath Brown, Town of Thatcher
- Robert Cubley, Community Member
- Robert L. Porter, City of Safford

**Team:**

- ADOT: Linda Ritter
- DMJM Harris: Laurel Parker
- URS Corporation: Aaron Iverson, Sunny Bush
- SIMG: Joe Carter, Kelly Hawke

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The focus group was called to order at 8:41 a.m. by Laurel Parker.



### **Overview of Presentation**

Laurel Parker with DMJM Harris gave a PowerPoint presentation outlining the goals and objectives of the Statewide and Regional Transportation Planning Framework Study, community input received to date and schedule of community participation, and the overall study.

### **Summary of Focus Group Discussion**

1. *From your perspective, what are the regional multimodal and commercial transportation issues that the Regional Framework Study must address? Let's go around the table and have each of you provide your thoughts.*
  - Funding is a key issue. There is an impact fee structure in place on new developments in Safford. Other potential funding mechanisms include public/private partnerships, title fees and toll roads. Sales taxes or some other tax mechanism could also be implemented.
  - Connectivity within the eastern region is important. Connectivity with I-40 from the southern portions of the region is also key.
  - Public transportation to Phoenix is needed (the Greyhound line closed down).
  - Other east-west travel alternatives need to be developed. If Highways 70 or 191 are closed, there are no other alternatives out of the area. I-10 is often closed for blowing dust, forcing traffic on to Highway 70. At least if the highway were divided, detours could be managed. It would be optimal to have additional routes to allow for safety and capacity.
  - Capacity needs to be increase on both 191 and 70. This roadway is not designed for heavy truck use. It will cause damage. The trucking industry should take responsibility: 1 truck = 1,000 cars.
  - Truck traffic is an issue. Arizona is a "throughput" state with copper going out of state.
2. *What transportation modes can share alignments, and where should they do so within the region? What modes should operate in separate corridors, and where within the region?*
  - Rail options for multi-use could be developed to service both freight transport and passenger travel.
  - Rail traffic currently running through downtown Safford needs to be moved out of town. This presents safety issues for spills (sulfuric acid is commonly transported) and accidents. Schools are located along the route, creating safety issues. Also, there is a lack of crossings which creates problems for school buses to get children to and from school in a timely manner.
  - A bypass is needed for both rail and trucks.
3. *When you look to the future (2050 and beyond), what are the multimodal transportation and commercial transportation trends occurring and how should regional transportation planning address these issues?*
  - Gas prices may increase significantly, changing people's driving habits. As gas prices go up, driving miles reduce and tax revenue is reduced. Modifications will be necessary as oil costs increase; energy self-sufficiency will be necessary.
  - The future may see more individuals working from home to save on facility/gas costs.





- Rural areas considered urban playgrounds and users want roads to access the area.
  - A younger population is moving into Safford due to job availability in the mines. This puts a burden on schools and transportation for students.
4. *Are there transit options that can be developed or expanded within the region to serve future employment centers?*  
There is no public bus system in Safford.
- Rail could be used to transport people. Vans/buses are private now, but could be developed for public use in the future.
  - Mining jobs in Safford are available and plentiful. This is impacting jobs locally. Local businesses can't compete with the mining salaries.
  - As gas prices go up, people will want to live closer to work. Public transportation will be more in demand. Transit options between communities and for the elderly and those with physical disabilities will be needed.
  - A public transit study recently done by ADOT indicates that there is a demand for public transportation that is unmet right now. There is no money to pay for these services. Also, it's questionable whether people would really use it. It is in the culture to drive vehicles, not use public transportation.
5. *Are there multimodal/commercial transportation issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?*
- The transport of hazardous materials through town by rail and major breakdowns causes gridlock.
  - One incentive might be the use of alternate lanes for high-capacity vehicles.
  - There is often a problem transporting students/fans for athletics.
  - Toll roads could be implemented to cut down travel time.
6. *Are there additional issues you believe that the Regional Framework Study should address specifically as it relates to multimodal/commercial transportation interests?*
- The Safford Regional Airport may provide relief but will need to be expanded.
  - New technologies may provide benefits and innovative solutions.
  - The Safford Traffic Management Plan will be complete in two to three months.
  - Funding is the most important issue. A user tax is probably the most likely funding structure.
7. *How would you like to be involved as the process unfolds? And who else should be involved representing multimodal/commercial transportation interests?*
- Keep us informed.





**Adjourn**

Laurel Parker thanked everyone for coming and giving their input. The meeting was adjourned at 10:02 a.m.

Meeting summary notes produced by  
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## **Business/Development Focus Group Copper Country Focus Area Summary Notes**

Date Produced:	April 10, 2008
Meeting:	Eastern Arizona Regional Framework Study Business/Development Focus Group Copper Country Focus Area
Date:	Thursday, March 27, 2008
Location:	Graham County General Services Building 921 Thatcher Blvd. Safford, AZ 85546
Purpose:	The purpose of the focus group was to have dialogue with interested parties about the Eastern Arizona Regional Framework Study process and activities; to receive input on existing regional conditions and identification of issues with regard to business and development interests; and to encourage participants to provide additional ideas and recommendations.

**Participants:**

- Nancy-Jean Welker, Town of Bowie
- Terry Cooper, Graham County
- Sheldon Miller, Chamber of Commerce
- Richard Lunt, Greenlee County
- Rich Gaar, SouthEastern Arizona Governments Organization

**Team:**

- ADOT: Bill Pederson, Jim Zumpf
- DMJM Harris: Laurel Parker
- URS Corporation: Aaron Iverson, Sunny Bush
- SIMG: Joe Carter, Kelly Hawke

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The focus group was called to order at 2:06 p.m. by Laurel Parker.



### **Overview of Presentation**

Laurel Parker with DMJM Harris gave a PowerPoint presentation outlining the goals and objectives of the Statewide and Regional Transportation Planning Framework Study, community input received to date and schedule of community participation, and the overall study.

### **Summary of Focus Group Discussion**

1. *From your perspective, what are the regional multimodal and commercial transportation issues that the Regional Framework Study must address? Let's go around the table and have each of you provide your thoughts.*
  - As copper continues as an economic driver, roads need to be expanded and enhanced.
  - Rail is important as an alternative.
  - There are a number of business drivers in the area, including:
    - Mining (No. 1 in the region, No. 3 in the county)
    - Agriculture
    - Government (3 prisons – 2 state, 1 federal)
    - Bureau of Land Management, Forest Service lands
  - Graham County is a retail hub. The town of Bowie has a growing population and their Hot Wheels business is a tourist draw. Bowie also hopes to have a gas-fired power plant. An airport will be needed there to accommodate businesses. A high quality road system will be needed to continue to grow.
  - Truck traffic from Safford/Morenci creates traffic issues.
2. *What transportation modes can share alignments, and where should they do so within the region? What modes should operate in separate corridors, and where within the region?*
  - Highway 70 is a potential major artery for the State.
3. *When you look to the future (2050 and beyond), what are the multimodal transportation and commercial transportation trends occurring and how should regional transportation planning address these issues?*
  - Current and future economic trends that will require multimodal transportation consideration in the area are:
    - The area is solid economically
    - Expansion of copper is occurring and will continue to grow
    - Agriculture – almost maxed out but strong
    - Additional work force will be needed – mining taking work force
    - There is high tourism occupancy
    - There are an abundance of rental properties (low income)
    - There are a large number of houses (new), \$150k to \$180k – need more affordable mid-level housing. Mortgage issues have been affected by the economy
    - There is a need to have Eastern Arizona College as a four-year institution. If there are more local opportunities, i.e. if jobs are created, graduates will stay.
  - Growth – Land Use Plan focuses on growth north and south. Growth will follow infrastructure.



- Retiree trade will increase. Retail trade will increase as a result.
  - Water is not as much of an issue in this area. It's more about how you use resources, such as select farming methods, crops.
  - It is an economic advantage that the railroad hooks up to the main line.
  - It's hard to find consensus as to a vision for the area. It's important to keep the character of the community.
  - Another economic opportunity is biotech as related to agriculture. Diversity is necessary to maintain economic stability.
4. *Are there transit options that can be developed or expanded within the region to serve future employment centers?*
- Transit opportunities are provided for the miners with buses. They are keeping their options open for other transit opportunities.
  - Buses and shuttles to the Phoenix airport would be a good transit option.
5. *Are there multimodal/commercial transportation issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?*
- Safety is an issue with dust storms and excessive speed along the highways.
6. *Are there additional issues you believe that the Regional Framework Study should address specifically as it relates to multimodal/commercial transportation interests?*
7. *How would you like to be involved as the process unfolds? And who else should be involved representing multimodal/commercial transportation interests?*
- Rural coalitions should be developed and legislators should be approached. The rural region needs to work together on a regional approach to infrastructure financing.

#### **Adjourn**

Laurel Parker thanked everyone for coming and giving their input. The meeting was adjourned at 3:18 p.m.

Meeting summary notes produced by  
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## **Environmental/Conservation Focus Group Copper Country Focus Area Summary Notes**

Date Produced:	April 10, 2008
Meeting:	Eastern Arizona Regional Framework Study Environmental/Conservation Focus Group Copper Country Focus Area
Date:	Thursday, March 27, 2008
Location:	Graham County General Services Building 921 Thatcher Blvd. Safford, AZ 85546
Purpose:	The purpose of the Focus Group was to have dialogue with interested parties about the Eastern Arizona Regional Framework Study process and activities; to receive input on existing regional conditions and identification of issues with regard to environmental and conservation issues; and to encourage participants to provide additional ideas and recommendations.

**Participants:**

- John Ratje, University of Arizona
- Larry Ludwig, National Park Service
- Susan Syfert, The Retreat at Ten Ranch
- Deana Stone, Arizona Frame Works
- Devin Skinner, Arizona Game and Fish Department
- Richard Lunt, Greenlee County
- Rich Gaar, SEAGO

**Team:**

- ADOT: Linda Ritter
- DMJM Harris: Laurel Parker
- URS: Aaron Iverson, Sunny Bush
- SIMG: Kelly Hawke

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The Focus Group was called to order at 10:32 a.m. by Laurel Parker.





### **Overview of Presentation**

Laurel Parker with DMJM Harris gave a PowerPoint presentation outlining the goals and objectives of the Statewide and Regional Transportation Planning Framework Study, community input received to date and schedule of community participation and the overall study.

### **Summary of Focus Group Discussion**

1. *From your perspective, what are the regional multimodal and commercial transportation issues that the Regional Framework Study must address? Let's go around the table and have each of you provide your thoughts.*
  - Population growth is inevitable and this must be considered in the context of new transportation networks and environmental impacts. Environmental issues that must be considered are water and wildlife.
  - The Mt. Graham telescope is a key environmental feature. The road needs improvement. There are safety concerns. Guard rails are needed.
  - Traffic density is an issue. Safford cannot handle traffic when I-10 in New Mexico shuts down because of dust storms.
  - There are safety issues with more kids along roadway and trucks driving through. Also, chemicals are being transported down the main streets, creating safety issues.
  - Visitation at National Parks is growing annually. Better east/west connectors are needed, especially between I-10 and Douglas.
  - There are connectivity issues for habitat. Related issues are human and wildlife safety and increased accidents involving Bighorn sheep.
  - The roads are not designed for truck traffic.
  - Growth is an issue. From an astronomy perspective, it brings lights. And highways, intersections all bring lights. We're not against lights from an astronomy viewpoint, but we hope those lights are put in correctly and used with the right wattage and used appropriately.
  - Water issues will continue to dominate. Currently surface water is used, and much of the water rights go to the tribes.
2. *What transportation modes can share alignments and where should they do so within the region? What modes should operate in separate corridors, and where within the region?*
  - Improvement to Highway 191 is appreciated.
  - A bypass or some other alternative could be considered as an alternate route in the event of accidents or heavy truck use on I-10.
3. *When you look to the future (2050 and beyond), what are the multimodal transportation and commercial transportation trends occurring and how should regional transportation planning address these issues?*
  - Growth will be an issue, though growth in Safford is anticipated to be slower than what is experienced in other parts of Arizona.
  - Retirement communities will be developing in Safford in the next 3 or 4 years. The Greenlee development south of town that may be developed is as big as Safford. Transportation alternatives will need to be made available for this population.
  - Transportation maintenance is important.



- Effective transportation planning would chart the course for development.
- 4. *Are there transit options that can be developed or expanded within the region to serve future employment centers?*
  - None mentioned.
- 5. *Are there multimodal/commercial transportation issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?*
  - Access to Mt. Graham observatory is key – the observatory is an important tourism destination.
  - Lack of funding for maintenance and development of new facilities is an obstacle.
- 6. *Are there additional issues you believe that the Regional Framework Study should address specifically as it relates to multimodal/commercial transportation interests?*
  - Rest stops should be reinstated or developed. There is no place to discard trash.
  - Tax revenues in Safford are limited because of state trust lands. The state land structure needs to be revamped.
- 7. *How would you like to be involved as the process unfolds? And who else should be involved representing multimodal/commercial transportation interests?*
  - Several Conservation Plans are being developed. Groups working on these are the Gila Watershed Partnership, and the Southeast Arizona Sportsman's Club.
  - Keep us informed of the progress.

### **Adjourn**

Laurel Parker thanked everyone for coming and giving their input. The meeting was adjourned at 11:12 a.m.

Meeting summary notes produced by  
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## **Transportation Focus Group Santa Cruz-Cochise Focus Area Summary Notes**

Date Produced:	April 8, 2008
Meeting:	Eastern Arizona Regional Framework Study Transportation Focus Group Santa Cruz-Cochise Focus Area
Date:	Monday, March 31, 2008
Location:	800 N. Taylor Drive Sierra Vista, AZ 85635
Purpose:	The purpose of the focus group was to have dialogue with interested parties about the Eastern Arizona Regional Framework Study process and activities; to receive input on existing regional conditions and identification of issues; and to encourage participants to provide additional ideas and recommendations.

### **Participants:**

- Scott Dooley, City of Sierra Vista
- Rich Gaar, SouthEastern Arizona Governments Organization (SEAGO)
- Susana Montana, Cochise County
- Scott Parkinson, San Pedro & Southwestern Railroad
- Luis Ruiz, Cochise Association for the Handicapped

### **Team:**

- ADOT: Teresa Welborn, Jim Zumpf
- DMJM Harris: Laurel Parker
- URS Corporation: Aaron Iverson
- Gordley Design Group: Melissa Benton, Angie Brown

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The focus group was called to order at 8:35 a.m. by Laurel Parker.

### **Overview of Presentation**

Laurel Parker with DMJM Harris gave a PowerPoint presentation outlining the goals and objectives of the Statewide and Regional Transportation Planning Framework Study, community input received to date and schedule of community participation, and the overall study.

### **Summary of Focus Group Discussion**

1. *From your perspective, what are the regional multimodal and commercial transportation issues that the Regional Framework Study must address? Let's go around the table and have each of you provide your thoughts.*
  - It's good that the team is looking at 2030 and 2050, because it will take that long to prepare.
  - Fry Boulevard in Sierra Vista used to be a state route, but it was turned over to the City because of growth. Other state routes will turn into parking lots as growth continues to occur. The intersection of Highways 90 and 92 currently has 50,000 vehicles per day. A Design Concept Report (DCR) for Highway 92 has a design for six lanes, but that's only a temporary fix.
  - The City of Sierra Vista has done some Small Area Transportation Studies (SATS) for 10, 15, 20 years, and determined the need for corridors. We need to plan now.
  - We can't maintain local streets if the funding keeps getting hit; same with the transportation system.
  - Buffalo Soldier Trail is congested.
  - The cost of infrastructure for rail service is prohibitive. It costs \$3 million to \$4 million per mile for railroad, compared to \$2 million per mile for roadway.
  - Access management is needed on area roads, including Highway 92.
  - Water is an enormous issue in this region. There is a big reservoir under San Jose Mountain near Bisbee, but Freeport McMoRan (FMMR), a mining interest, cemented it in. FMMR owns a lot of land in the area.
2. *What transportation modes can share alignments, and where should they do so within the region? What modes should operate in separate corridors, and where within the region?*
  - Cochise County wants to see bicycle/pedestrian trails separated from the streets. There is some funding for enhancements through SEAGO, but the funding may get cut.
3. *When you look to the future (2050 and beyond), what are the multimodal transportation and commercial transportation trends occurring and how should regional transportation planning address these issues?*
  - Gas will be at \$10 per gallon and that will destroy the economy, so we need to bring back rail. Rail right-of-way needs to be purchased. Cochise County conducted a project called "Envisioning 2020," and as part of the process, identified that people like the rural nature of the area; they want the growth to happen in the cities. They want to keep the rural character and develop a transportation system using solar power. We need a land ferry system to move people; we don't want people to abandon Cochise County.
  - S.R. 90 is a nice facility that people use, but that may change if gas is \$10 per gallon.
  - Several local studies have determined that bypasses are needed. Most of the traffic is local now, but this will be a major corridor as Mexico develops.
  - A question you may get tonight is this: do you still need the road network if gas is so expensive and you can do everything online?





- Solar is an asset Cochise County has and should use as a power source for magnetic trains and electric cars. Cochise County wants to be food and energy independent beyond the 2020 vision.
  - We need legislation for non-fossil fuel.
  - In Sierra Vista, Arizona Department of Water Resources (ADWR) says there won't be a water shortage, but environmentalists disagree. The concern is not the amount of water available, but the water flow in the San Pedro River. Cochise County is implementing a new rule that no new subdivision can be built without an assured 100-year water supply.
  - We can't stop growth, but the County wants to concentrate it near the cities with developed utilities and use transit systems to connect the cities. Too many people in the rural areas like their four-acre home sites.
  - A lot of things will affect transportation in the future: houses are built in flood zones; according to geologists, Bisbee is overdue for an earthquake; Bisbee is hollow underneath due to mining; the ground is sinking in Picacho; there's no more water in wells; there's only one drinking source in Bisbee, and that is next to the wastewater treatment plant; Mexico uses up and also contaminates the water in the San Pedro River before it comes into the U.S.
  - It will be a lot more expensive to make improvements after the growth occurs.
4. *Are there transit options that can be developed or expanded within the region to serve future employment centers?*
- There is no bus service outside the County to Tucson or Phoenix, although there's a Bisbee-to-Sierra Vista bus. There's an Amtrak stop in Benson, but it takes forever. There are some private van services and no Greyhound Bus service.
  - Sierra Vista has intracity transit. They say when gas hits \$4 per gallon, people will ride it. Right now, it's mostly people from Fort Huachuca who ride it on the weekends to go to the mall. Sierra Vista and Cochise County are working together to expand the service.
  - Regarding rail, we need to leverage what we've got. We are actively marketing a transit system; we need to capitalize on owning two of the three stops on the railroad in Cochise County. It's a resource for the region. The Fort used to have a railroad line, but now they are shipping out of El Paso. There's been a good response from the Fort regarding a rail siting. Passenger rail is not really viable except maybe from Tucson to Phoenix; Cochise County does not have the demand. Only non-time-sensitive freight supports the railroad. You can use rail for economic development, but the industry is not here. Mining and tourism are the main economic drivers.
  - If S.R. 90 is six lanes and gas becomes \$10 per gallon, perhaps a lane could become rail.
  - There's no real economic development in Sierra Vista. There's only the Fort, and it's vulnerable to Base Realignment and Closure (BRAC).
5. *Are there multimodal/commercial transportation issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?*





## Statewide Transportation Planning Framework

- Huge tracts of state land may get developed. We need to get in now to get right-of-way and set up infrastructure.
  - We need park and ride locations in Cochise County. The Whetstone mountain area is a likely spot for a railroad site or other transit types.
  - The airport is joint-use and the only D-rated air space in the U.S. due to Fort Huachuca's unmanned drone flights. Due to the geography of the basin, it's the best place in the world to test cell phones and other electromagnetic systems – and the Fort wants to keep it undeveloped for that reason.
6. *Are there additional issues you believe that the Regional Framework Study should address specifically as it relates to multimodal/commercial transportation interests?*
- No.
7. *How would you like to be involved as the process unfolds? And who else should be involved representing multimodal/commercial transportation interests?*
- Continue as you are; we appreciate it.

### **Adjourn**

Laurel Parker thanked everyone for coming and giving their input. The meeting was adjourned at 10 a.m.

Meeting summary notes produced by  
Angie Brown, Gordley Design Group  
Public Involvement Specialist  
(520) 327-6077  
angie@gordleydesign.com



## **Environmental Focus Group Santa Cruz-Cochise Focus Area Summary Notes**

Date Produced:	April 8, 2008
Meeting:	Eastern Arizona Regional Framework Study Environmental Focus Group Santa Cruz-Cochise Focus Area
Date:	Monday, March 31, 2008
Location:	800 N. Taylor Drive Sierra Vista, AZ 85635
Purpose:	The purpose of the Focus Group was to have dialogue with interested parties about the Eastern Arizona Regional Framework Study process and activities; to receive input on existing regional conditions and identification of issues; and to encourage participants to provide additional ideas and recommendations.

**Participants:**

- Brad Fulk, Arizona Game and Fish Department
- Tricia Gerrodette, Huachuca Audubon Society
- Linda Hughes, Bureau of Land Management (BLM) Tucson Field Office
- John Millicaw, Arizona Game and Fish Department
- Susana Montana, Cochise County
- Liz Petterson, Arizona Open Land Trust
- Bill Radke, U.S. Fish and Wildlife Service

**Team:**

- ADOT: Teresa Welborn, Jim Zumpf
- DMJM Harris: Laurel Parker
- URS: Aaron Iverson
- Gordley Design Group: Melissa Benton, Angie Brown

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The focus group was called to order at 10:30 a.m. by Laurel Parker.

### **Overview of Presentation**

Laurel Parker with DMJM Harris gave a PowerPoint presentation outlining the goals and objectives of the Statewide and Regional Transportation Planning Framework



Study, community input received to date and schedule of community participation, and the overall study.

### **Summary of Focus Group Discussion**

1. *From your perspective, what are the regional environmental or conservation issues that the Regional Framework Study must address? Let's go around the table and have each of you provide your thoughts.*
  - There are not many wildlife-crossing concerns now, but we do need improved connections between the mountains and the river. The roads are small enough now with little enough traffic, but as roads widen and traffic increases, there will be more collisions. You need to look at sensitive areas now, before widening roadways. It's a public-safety issue. There are some elk around Willcox, and mule deer and white tail as well. The Game and Fish Department has a database of roadkill that ADOT should look at before planning roads; ADOT should create its own database as well, if there isn't one already, and share the data with Game and Fish, so the agencies can work hand-in-hand on the issue. There's increased animal traffic on Highway 82, due to a bridge on I-10 that the animals cannot cross.
  - It's better to plan before than after.
  - You need to consider alternatives for big trucks, such as separate facilities or lanes.
  - There are border issues in this area. You need to look at transportation from ports of entry to I-10. Ports of entry may change; with Nogales so backed up, funding may go to Douglas.
2. *Are there environmental and conservation plans currently underway that will or can impact future transportation facilities within the region?*
  - Game and Fish is working on "Areas of Conservation Priority" to identify areas of sensitivity.
  - The BLM will start its resource management plan process in 2010 that will include designation of special areas that may add to wilderness areas on the map.
  - U.S. Fish and Wildlife Services has a number of national wildlife refuges in Arizona, and each has a conversation plan that extends beyond its boundaries into the surrounding area; we are willing to share those plans. We are looking at the lower San Pedro River area right now. Our endangered species plan is online.
3. *What regional urban growth/developments and economic changes do you see occurring in the next 50 years and how they might relate to environmental/conservation objectives? How should regional transportation planning address these issues?*
  - Solar power is a big resource for the area. Those facilities will need access to the power grid.
  - Since development follows roads, make sure to strategically plan to work development and roads together.
  - Think about options other than cars and how that impacts surrounding areas.



- The County is concerned with transportation when gas prices go up. The best power source in the area is solar. We need to buy rail right of way for the future.
  - Part of your study should have assumptions laid out, such as the conversion from gas to electricity or solar power. Right now, studies are based on previous patterns, but that system is broken and about to change. Regulations for clean air (air pollution and global warming) also should be factored into your assumptions on how much vehicular traffic ADOT will accept.
4. *Are there environmental/conservation issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?*
- It's important to maintain wildlife links and corridors in this basin and range area. You need to identify contiguous areas of habitat so as to not cause fragmentation, which has the biggest impact on both wildlife and public safety.
  - ADOT needs to coordinate with BLM early on for right of way ADOT may need.
5. *Are there additional issues you believe that the Regional Framework Study should address specifically as it relates to the environment and conservation interests?*
- TEA-21 funds for easements for scenic views along roadways would be good to reinstate, along with funding for scenic byways.
  - There are state and international concerns with San Raphael Valley, where a highway may go. Environmental concerns need to be addressed with that project.
6. *How would you like to be involved as the process unfolds? And who else should be involved representing environmental/conservation interests?*
- Continue as you are; we appreciate it.

#### **Adjourn**

Laurel Parker thanked everyone for coming and giving their input. The meeting was adjourned at 11:35 a.m.

Meeting summary notes produced by  
Angie Brown, Gordley Design Group  
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## **Economic Development Focus Group Santa Cruz-Cochise Focus Area Summary Notes**

Date Produced:	April 8, 2008
Meeting:	Eastern Arizona Regional Framework Study Economic Development Focus Group Santa Cruz-Cochise Focus Area
Date:	Monday, March 31, 2008
Location:	800 N. Taylor Drive Sierra Vista, AZ 85635
Purpose:	The purpose of the focus group was to have dialogue with interested parties about the Eastern Arizona Regional Framework Study process and activities; to receive input on existing regional conditions and identification of issues; and to encourage participants to provide additional ideas and recommendations.

### **Participants:**

- Jose Alvarez, Community Member
- Rich Gaar, SouthEastern Arizona Governments Organization
- Bill Heiple, Southeastern Arizona Contractors Association
- Nancy Jacobsen, Bisbee Chamber of Commerce
- Michelle Johnson, City of Benson
- Susana Montana, Cochise County
- George Scott, Southeast Arizona Development Group

### **Team:**

- ADOT: Teresa Welborn, Jim Zumpf
- DMJM Harris: Laurel Parker
- URS Corporation: Aaron Iverson
- Gordley Design Group: Melissa Benton, Angie Brown

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The focus group was called to order at 2:00 p.m. by Laurel Parker.

### **Overview of Presentation**

Laurel Parker with DMJM Harris gave a PowerPoint presentation outlining the goals and objectives of the Statewide and Regional Transportation Planning Framework





Study, community input received to date and schedule of community participation, and the overall study.

### **Summary of Focus Group Discussion**

9. *From your perspective, what are the regional business and development issues that the Regional Framework Study must address? Let's go around the table and have each of you provide your thoughts.*
  - a. Instead of studying a bypass, you need to widen I-10 to the east, like you are between Tucson and Phoenix. We need three lanes on I-10 east, now.
  - b. ADOT doesn't have funding for current projects, let alone future projects. Costs are skyrocketing; funding is a big concern. Maricopa County gets most of the money and Cochise County doesn't get a lot. The funding distribution needs to change and not be based on population.
  - c. We need money to maintain what we've got in place already. Will voters approve a new tax? Of any kind?
  - d. Freeport McMoRan (FMMR) gave \$2 million for a bridge in Safford, maybe they'll help with funding here.
  - e. We don't have infrastructure to bring people to our region.
  - f. The population of Cochise County may not be a lot, but the population just south of the border is huge, and they come here to shop.
  - g. One of our main sources of income is through tourism. With 32-foot RVs, we need wider, passable roads. We also need a visitor center with information on Cochise County at the rest area on I-10 at the border with New Mexico. Otherwise, people pass right through Cochise County to get to the next visitor center near Tucson. Maybe the state needs to privatize the rest areas.
10. *Are there economic development plans (municipal, regional, Tribal, or private) currently underway that will or can impact future transportation facilities within the region?*
  - If FMMR starts mining again, the heavy acid trucks will be driving on the roads again.
  - There are no small industrial sites in this area. Companies will not come here with the border so close. Mexico is cheaper with easier rules, and the Center for Biological Diversity is active in this area. Environmentalists are an obstacle to development. There may be service jobs available. Solar farms may employ people. Willcox will grow, but dairy farms are closing.
11. *When you look to the future (2050 and beyond), what are the urban growth/developments, business, and global trends or other economic changes do you see occurring and how should regional transportation planning address these issues?*
  - We aren't sure how the solar industry will affect the transportation system.
  - You may need to look at toll roads.
12. *Identify the future major activity centers within the region that should be served by transportation facilities?*



- There are too many trucks coming in at the Nogales port of entry; it's a mess. You need to look at better ports of entry in Naco and Douglas. Divert the Nogales traffic closer to I-10 for eastbound trucks. Due to long waits, it's quicker for the produce trucks to go through Douglas than Nogales. ADOT needs to invest funds in Douglas and Naco.
  - If big trucks come through Douglas or Naco ports of entry, you need to improve Highways 80 and 191. There's not a lot of traffic on Highway 80 right now, but there will be, and there's no shoulder on the road, which is a safety issue.
13. *Are there alternative modes that can be developed or expanded to serve these planned activity centers?*
- We have nothing in the way of mass transit to connect us from Sierra Vista to Tucson. Retirees living in Sierra Vista want to access Tucson for doctors and hospitals.
  - People are looking for a transloading facility in Cochise County. We need rail for transportation.
14. *Are there business/development issues that might be an obstacle to the development of transportation facilities? How should these issues be addressed in our regional planning effort?*
- No.
15. *Are there additional issues you believe that the Regional Framework Study should address specifically as it relates to the business/development interests?*
- No.
16. *How would you like to be involved as the process unfolds? And who else should be involved representing business/development interests?*
- Continue as you are; we appreciate it.

#### **Adjourn**

Laurel Parker thanked everyone for coming and giving their input. The meeting was adjourned at 3:15 p.m.

Meeting summary notes produced by  
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**"Building a Quality Arizona"**

**Statewide Transportation**  
*Planning Framework*

**Eastern Arizona  
Regional Framework Study  
Stakeholder Interviews Summary Report**



## **Executive Summary**

The Eastern Arizona Regional Framework Study team held a total of five stakeholder interviews as part of the first round of public outreach for this project at times and locations noted below, and also presented information at a White Mountain Regional Transportation Committee meeting. The stakeholder interview format combined a brief presentation to give a history and overview of the project with time for discussion on a series of questions.

February 14, 9:00 am  
White Mountain Regional Transportation Committee Meeting  
Show Low, AZ

February 22, 10:00 am  
Graham County General Services Building  
921 W. Thatcher Blvd  
Safford, AZ 85546

February 22, 3:30 pm  
Santa Cruz County Board Room  
2150 N. Congress Drive  
Nogales, AZ 85621

February 25, 1:30 pm  
Council Chambers  
303 N. Beeline Highway  
Payson, AZ 85541

February 26, 10:00 am  
Navajo County Show Low Road Yard  
1100 E. Thornton Road  
Show Low, AZ 85901

February 29, 2008, 11:00 a.m.  
Cochise County Board of Supervisors Office  
1415 W. Melody Lane, Building G  
Bisbee, AZ 85603

Common themes and divergent viewpoints across all geographic areas included:

- There are not enough maintenance dollars to maintain the current roadway system; improve the existing system.
- The current transportation funding formula favors Maricopa and Pima Counties because it is based on population; any new funding source needs to be distributed differently.
- Rail for passenger and commercial development needs to be a major component in future transportation systems; expanding and investing in rail/freight is vital to economic development.
- When improving the transportation system, protect environmentally sensitive



- areas, wildlife corridors and wildlife habitats.
- There is high level of interest in developing more public transit (in various forms).
- The growth of Phoenix and Tucson will put increased pressure on the already poorly maintained over-capacity state and interstate systems that provide access to the rural tourist attractions.
- The interstate and state highway system needs improvement; new north-south and east-west corridors are needed.
- The need for alternate routes/bypasses around population centers to alleviate congestion.
- The need to deal with increased levels of truck traffic causing congestion, safety issues, and wear and tear on roadways.
- Accommodating and developing alternatives for truck traffic resulting from increased mining in the Mogollon Rim and Copper Country focus areas, along with increased truck traffic from Mexico in the Cochise-Santa Cruz focus area.
- Water will be a limiting factor in the growth of much of the eastern region.
- Improve safety through access management and better bike and pedestrian facilities.





*Summary excerpted with permission from meeting minutes for White Mountain Regional Transportation Committee Meeting held on February 1, 2008.*

**WHITE MOUNTAIN REGIONAL TRANSPORTATION COMMITTEE ("WMRTC")  
Meeting  
February 14, 2008  
9:08 a.m.**

**Those In Attendance:** Byron Smith, Clyde Holyoak, Dennis Ryan, Don Anderson Cosgrove, Don Fischer, Dusty Parsons, Ed Anderson, Ed Wilson, Ferrin Crosby, Jack Husted, Jason Hatch, Jerrald Hatch, Jerry Brownlow, Jim Matteson, Kay Dyson, Ken Patterson, Kevin Brimhall, Kirk Brimhall, Laurel Parker, Laurie Frost, Lisa Kay, Lynn Johnson, Paul Watson, Rick Fernau, Rick Haddow, Ron Solomon, Sarah Morgan, Tom Malone, Tom Thomas, Rick Ensдорff, Will Flake, Veronica Dale, Peggy Saunders

5. Discussion – Building a Quality Arizona – Eastern Arizona Stakeholder
  - Flow Chart Framework – Framework Locations Map

Laurel Parker and Rick Ensдорff presented materials outlining the work studies designed to start dialog for additional funding proposals for the governor. The studies are much more comprehensive and include extensive traffic analysis volumes, environment, etc. Copies of the email sent from Jim Zumpf regarding the Eastern Arizona Stakeholder research team was distributed to members along with the framework flow chart and location map. This map was displayed showing the new Eastern boundary areas, now called Northern Arizona, Mogollon Rim and Copper Country. Each area will have technical advisors, and public outreach programs. The study must be completed by December of this year, so they will coordinate plans to meet with committee members along with local and tribal jurisdictions' transportation and planning people to get the critical needs study completed. Issues concerning local roads coming off the interstate and other major routes were discussed. The White Mountains are the "playground" for the metro areas residents, and the impact they have on our corridors should be included in the plans to develop funding. It was pointed out that some corridors off I-40 have been neglected. Rumors of bypass plans, transponders to use with modern technology for toll roads, and tax formula possibilities were discussed, many of which have merit. The governor's proposal to use existing rail service for passenger commuter trains could never be as profitable for the railways as hauling freight. The point was made by all, that we are not interested in funding the metro areas needs with our transportation dollars. There must be a way to get people who use the roads to pay for the roads. **Jim Matteson** will chair and coordinate the schedules for the framework critical needs meetings.



Date Produced: February 25, 2008 (Revised March 17, 2008)

Meeting: Eastern Arizona Regional Framework Study  
Copper Country Stakeholders Meeting - Safford

Date: Friday, February 22, 10:00 am

Location: 921 W. Thatcher Blvd  
Safford, AZ 85546

Purpose: The purpose of this meeting is to meet with area stakeholders to identify transportation, land use and environmental issues deemed important to the identified communities. Input from this meeting will assist with the process of exploring long-range multimodal transportation needs in the 2030-2050 timeframe.

Participants: Stakeholder attendee sign-in sheet summary attached  
URS Rick Ensdruff  
Aaron Iverson  
Nicholas Karcz

The meeting was called to order at 10:00 AM by Rick Ensdruff. Self introductions of all attendees and presenters were made.

Rick Ensdruff presented a power point presentation outlining the goals and objectives of the Statewide and Regional Transportation Planning Framework Study. Discussion considering the following questions was conducted after the presentation:

1. What are some of the regional issues this project must address in your opinion?
  - Funding for projects in rural areas. Funding priority seems to occur in the Phoenix area (MAG).
  - Road network is undersized in the area.
  - Road efficiency needs to be improved.
  - Several planned developments will create a need for additional capacity.
  - Copper mining operations will create population growth, need for additional road capacity.
  - Additional river crossings are necessary due to mining development.
  - Additional truck traffic due to increased mining, supply needs, movement of copper from Safford to other destinations
  - Development of Eastern Arizona College into a 4-year institution in the next few years will require additional roadway capacity
  - Improved connections to I-10 and Phoenix are needed.
  - Difficulty meshing an agricultural community with an urban community



2. What can the transportation facilities under discussion mean to the area other than improved mobility (e.g. urban growth, economic development)?
  - Improved mobility and capacity
  - Economic growth and development
  - Urban growth due to copper industry
3. What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?
  - Business growth – mining industry
  - Population growth
4. Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities under discussion?
  - Increased truck traffic with heavy loads will require pavement with greater load capacity
  - Pavement design will need to be modified to accommodate heavy truck traffic
  - Difficulty of obtaining right of way
5. Are there environmental concerns you would like to express?
  - Gila River
  - Archaeological sites
6. How would you like to be involved as this study unfolds?
  - Not discussed.
7. Are there others that should be involved in this study?
  - Not discussed.
8. Are there any other issues you would like to express?
  - It was suggested that this study was being initiated so that it can be placed on the 2008 ballot for funding
  - A question was asked whether there is enough staff to take on this statewide effort.
  - Concern was expressed as to the possibility of planning out to such a long range (2050) as issues would likely be different in that timeframe.
  - It was asked how the other studies in the area currently being conducted would be used in the framework study.
  - Airports should be considered in the study.

The meeting was adjourned at 11:45 a.m.



Date Produced: February 25, 2008 (Revised March 17, 2008)

Meeting: Eastern Arizona Regional Framework Study  
Santa Cruz/Cochise Stakeholders Meeting - Nogales

Date: Friday, February 22, 3:30 pm

Location: Santa Cruz County Board Room  
2150 N. Congress Drive  
Nogales, AZ 85621

Purpose: The purpose of this meeting is to meet with area stakeholders to identify transportation, land use and environmental issues deemed important to the identified communities. Input from this meeting will assist with the process of exploring long-range multimodal transportation needs in the 2030-2050 timeframe.

Participants: Stakeholder attendees: sign-in sheet summary attached  
DMJM/Harris: Laurel Parker  
URS: Dave French  
Sunny Bush

The meeting was called to order at 3:30 pm by Laurel Parker. Self introductions of all attendees and presenters were made.

Laurel Parker presented a power point presentation outlining the goals and objectives of the Statewide and Regional Transportation Planning Framework Study. Discussion considering the following questions was conducted after the presentation:

1. What are some of the regional issues this project must address in your opinion?

- Rail, specifically related to rail located in very congested areas and rail interacting with traffic (i.e., Nogales) both City and County issue also
  - Hazmat/emergency vehicles – liability
  - Disruption for business
  - Backlog of traffic due to rail passing
- Vehicle and pedestrian bridges are needed – 4-6 now, more in 2050
- Truck traffic
  - Most of traffic going out of Santa Cruz County goes north, not east.
  - 1,300 trucks per day passing at Mariposa Port of Entry creates backup
  - Study says by 2030 there will be a 1,300-3,000/day truck traffic increase
- General traffic
  - DeConcini Port – Creates bottleneck (downtown)
  - Traffic from other ports of entry
  - Need way to channel traffic throughput from Mexico out of Nogales area efficiently
- Would like to keep business here but it would need to be convenient.



- Floating population: 80,000 people/day come in as a floating population (current population of Nogales = 40,000).
  - Income from Safety Enforcement & Transportation Infrastructure Fund (SETIF) charges put on trucks coming into United States goes into general fund. Nogales currently does not see funding based on this economic impact for the whole state.
  - Nogales as port of entry impacts the whole State and Mexico – Congestion creates an economic impact.
2. What can the transportation facilities under discussion mean to the area other than improved mobility (e.g. urban growth, economic development)?
- Economic development would occur with better transportation
  - The only growth potential in area is along I-19
  - There is a need for the railroads to coordinate with and be more negotiable with communities.
  - Need safety with regard to railroad (spills/accidents)
  - Need to look at some sort of reliable public transportation
    - Large commuter travel from Tucson – likely use for light rail.
    - Bus service in Nogales is privately owned.
    - Light rail would be beneficial.
    - Nogales community is getting older – need affordable public transportation to take care of their needs (doctor appointments, etc.).
  - Must look at river crossings whenever you look at rail crossings/routes.
3. What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?
- 38% of land in Santa Cruz County is privately owned – Growth will occur and development will be exponential.
  - Santa Cruz County likely will become a bedroom community for Tucson.
  - A Santa Cruz County Land Use Plan (LUP) was done 3 years ago (the 1992 Land Use Plan (Growing Smarter Program) was the previous estimate
4. Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities under discussion?
- There are some physical constraints – Nogales is generally a mountain pass resulting in some limitation of growth possibilities.
  - Flood plains – New ones are being identified in current study (due next fall).
  - Just maintaining current roads with available funding is an economic issue – let alone new roads.
  - The economic benefit generated within Santa Cruz County should be equated with the amount of money allocated to the area.
  - Putting in new roads will require maintenance and there needs to be money to accomplish this.





5. Are there environmental concerns you would like to express?

- None discussed.

6. How would you like to be involved as this study unfolds?

- The Port Authority should be used as point of contact. ADOT should tell them who/how many are needed and the Port Authority will find them.

7. Are there others that should be involved in this study?

- Maquiladora Association

8. Are there any other issues you would like to express?

- Frontage road system needs to be addressed and corrected; if there is an accident, there's nowhere to get off.
- Need to gather data from all sources
- The criteria for deciding where arterials are built are currently based on population – this should be revisited to consider other factors. There is a need to diversify funding to other areas besides the larger metropolitan areas.

The meeting was adjourned at 5:00 pm.



Date Produced: February 27, 2008 (Revised March 17, 2008)

Meeting: Eastern Arizona Regional Framework Study  
Mogollon Rim Stakeholders Meeting - Payson

Date: Monday, February 25, 1:30 pm

Location: Council Chambers  
303 N. Beeline Highway  
Payson, AZ 85541

Purpose: The purpose of this meeting is to meet with area stakeholders to identify transportation, land use and environmental issues deemed important to the identified communities. Input from this meeting will assist with the process of exploring long-range multimodal transportation needs in the 2030-2050 timeframe.

Participants: Stakeholder attendees: sign-in sheet summary attached  
DMJM/Harris: Laurel Parker  
URS: Aaron Iverson  
Sunny Bush

The meeting was called to order at 1:30 pm by Laurel Parker. Self introductions of all attendees and presenters were made.

Laurel Parker presented a power point presentation outlining the goals and objectives of the Statewide and Regional Transportation Planning Framework Study. Discussion considering the following questions was conducted after the presentation:

1. What are some of the regional issues this project must address in your opinion?
  - Transit, but there are differing opinions as to whether it would be beneficial
  - Traffic congestion, particularly with regard to tourist travel during summer months and weekends. The corner of State Route 260 and Beeline experiences particular congestion.
  - Development of a bypass
  - Development of toll roads
  - Loss of local business revenue if a bypass is developed
  - Funding - who will pay for new construction and maintenance
  - Placement of banners over the freeway to advertise events
  - Safety near the Casino for pedestrian and local crossings



2. What can the transportation facilities under discussion mean to the area other than improved mobility (e.g. urban growth, economic development)?
  - Traffic congestion relief
  - Ability for local residents to navigate their community without traffic backups, i.e. use the town an additional 2 days a week (Sat/Sun due to tourist travel)
  - Relief to businesses suffering from traffic backups and congestion
  - Increased tourist travel at local airport would create economic benefit – create need for additional goods to be needed
  - Infrastructure to support the airport would help businesses
  - Possible increase in public transit opportunities, but questionable whether there would be sufficient volume to justify development
  - Increased safety at MP 328 – too curvy, many accidents
  - Tunnel under the roadway near the Casino would relieve traffic congestion, increase safety to pedestrians
3. What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?
  - Payson has a growth plan but they are re-evaluating it. Current population is now about 27,000-30,000 but will probably be about 50,000 in 2050.
  - Growth is limited by water availability and the amount of private land available
  - Payson is primarily a tourist area and retirees are not going to be a high-growth population
  - Roadway use/growth will be determined by growth in Phoenix
  - Industry growth is also a question. To secure growth in this area, there must be higher-paying jobs, perhaps internet-type jobs.
4. Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities under discussion?
  - Forests
  - Water
  - Lack of private land (vs. publicly held and managed lands)
  - Impact to viable businesses if the main roads are widened
  - Retiree/seasonal population
5. Are there environmental concerns you would like to express?
  - Water limitations
  - Safety issues
  - Keeping neighborhood and environmental integrity
  - Fuel loss/environmental impact while traffic is in gridlock



6. How would you like to be involved as this study unfolds?

- LeRon Garrett will serve as a point of contact for additional stakeholders that should be included
- Shannon Boyer will serve as the Gila County point of contact

7. Are there others that should be involved in this study?

- Star Valley
- Pine/Strawberry
- Game and Fish (part of the environmental study)
- Distribution and trucking companies
- Schools

8. Are there any other issues you would like to express?

- Peak periods are an important factor for Payson. The model will need to evaluate peak hours and peak seasons – an average count is not effective for this area's needs
- Urgent traffic relief is needed

The meeting was adjourned at 2:30 pm.



Date Produced: February 27, 2008 (Revised March 17, 2008)

Meeting: Eastern Arizona Regional Framework Study  
Mogollon Rim Stakeholders Meeting – Show Low

Date: Tuesday, February 26, 10:00 am

Location: Navajo County Show Low Road Yard  
1100 E. Thornton Road  
Show Low, AZ 85901

Purpose: The purpose of this meeting is to meet with area stakeholders to identify transportation, land use and environmental issues deemed important to the identified communities. Input from this meeting will assist with the process of exploring long-range multimodal transportation needs in the 2030-2050 timeframe.

Participants: Stakeholder attendees: sign-in sheet summary attached  
DMJM/Harris: Laurel Parker  
URS: Rick Ensdorff  
Aaron Iverson  
Sunny Bush

The meeting was called to order at 10:00 am by Laurel Parker. Self introductions of all attendees and presenters were made.

Laurel Parker presented a power point presentation outlining the goals and objectives of the Statewide and Regional Transportation Planning Framework Study. Discussion considering the following questions was conducted after the presentation:

1. What are some of the regional issues this project must address in your opinion?
  - Lack of funding for maintenance, let alone new projects (many projects identified in the recently completed Navajo and Apache County comprehensive plans)
  - Population growth will put a strain on funding
  - Roadways are already overburdened by tourist travel (weekends/summer)
  - Population/demand varies by season – large population surge is experienced in the summer
  - Growth in the region will be largely determined by growth in other areas, i.e. Maricopa County and especially Pinal County
  - Goods and services will be needed to support future growth
  - Increased truck traffic puts a strain on roadways – increased truck traffic is especially notable from Safford area and New Mexico
2. What can the transportation facilities under discussion mean to the area other than improved mobility (e.g. urban growth, economic development)?





- Reduced strain on existing roadways
  - Enhanced business opportunity from tourist/seasonal population
  - More seasonal use by Pinal County visitors
  - Support for area economic development (power, paper production, pig farming)
  - Increased visitor and seasonal growth will create a need for more goods to support it
3. What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?
- Population growth - expected to be about 300,000 – 400,000 by 2030
  - More second homes, summer homes, dual residences/commuting
  - Increased construction costs for maintenance of current roadways coupled with need for more new roadways
  - Growth in Maricopa and Pinal Counties will directly affect White Mountain areas
  - Growth of the retirement element in the region, potential year-round living
  - Growth from influx of California population
4. Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities under discussion?
- There is a lot of privately held land in Show Low region – creates opportunity for development
  - Water availability, to a point
  - Land swaps will likely decrease or stop. Buildout will be with existing private lands.
5. Are there environmental concerns you would like to express?
- Water – a problem, but not as much as in other areas of the State.
  - Water and wastewater systems – conversion from septic to sewer
6. How would you like to be involved as this study unfolds?
- Not discussed.
7. Are there others that should be involved in this study?
- Summer residents should be included in study group.
  - Developers, economic groups, other area groups to bring their perspectives.



8. Are there any other issues you would like to express?

- Growth is being observed in Snowflake/Taylor, White Mountain Lakes, Heber/Overgaard, Apache City, Holbrook, and around Pinetop and Show Low. Developers are moving out from the towns and cities to the County areas.
- Developers are sometimes constructing roads for access to outlying developed areas, but they are often not constructed to County standards.
- Homeowner associations have been seen to control the construction and maintenance of the roads in the newly developed areas, but sometimes do not meet requirements or sufficiently maintain.
- Sometimes it's difficult to coordinate local requirements with ADOT requirements.

The meeting was adjourned at noon.



Date Produced: March 3, 2008 (Revised March 17, 2008)

Meeting: Eastern Arizona Regional Framework Study  
Santa Cruz/Cochise Stakeholders Meeting - Bisbee

Date: Friday, February 29, 11:00 am

Location: Cochise County Board of Supervisors Office  
1415 W. Melody Lane, Building G  
Bisbee, AZ 85603

Purpose: The purpose of this meeting is to meet with area stakeholders to identify transportation, land use and environmental issues deemed important to the identified communities. Input from this meeting will assist with the process of exploring long-range multimodal transportation needs in the 2030-2050 timeframe.

Participants: Stakeholder attendees: sign-in sheet summary attached  
DMJM/Harris: Laurel Parker  
URS: Rick Ensdorff  
Sunny Bush

The meeting was called to order at 11:00 am by Laurel Parker. Self introductions of all attendees and presenters were made.

Laurel Parker presented a power point presentation outlining the goals and objectives of the Statewide and Regional Transportation Planning Framework Study. Discussion considering the following questions was conducted after the presentation:

1. What are some of the regional issues this project must address in your opinion?
  - Highway 80 only a two-lane road and presents a safety issue
  - Cross-border traffic that links to the local transportation system.
  - I-91 north of Elfrida has drainage issues, limiting access
  - Growth in Sierra Vista will affect the rest of the region
  - Patagonia and Sonoita growth (Highway 82) will also affect the area
  - HAZMAT and cargo concerns particularly related to the Douglas port-of-entry
  - Evacuation concerns – reliable roadways needed
  - Frontage roads/parallel roads needed instead of bypasses
2. What can the transportation facilities under discussion mean to the area other than improved mobility (e.g. urban growth, economic development)?
  - Economic development would likely occur with better access and mobility
  - Improved safety/access in the event of a state-wide evacuation
  - Enforcement of access management rules and legislative controls over issues like lot-splitting would improve safety



- Right-of-way of the major corridors should be preserved or roadway bypasses should be developed. The economies of the local communities would be adversely affected if this does not occur.
3. What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?
- Growth in Bisbee will be affected by population growth occurring in Sierra Vista
  - Patagonia and Sonoita growth will affect the Bisbee area
4. Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of the transportation facilities under discussion?
- Funding, both for maintenance and new facilities
5. Are there environmental concerns you would like to express?
- Drainage issues along I-91
  - Water scarcity
  - Environmental group protests – concern for lack of resources in the event of a spill at the port of entry
6. How would you like to be involved as this study unfolds?
- The point of contact would be Jim Vlahovich, Cochise County.
7. Are there others that should be involved in this study?
- None mentioned



8. Are there any other issues you would like to express?

- If there is a gas task planned to provide funding for new projects, Cochise County may not see the benefits needed compared to other, larger areas. Meeting attendees expressed that they would like their needs considered when the plan is developed
- Naco Highway is not on the state route, there is concern for lack of resources in the event of a spill from a port of entry
- Access management issues must be enforced
- There is not enough capacity to provide an evacuation route in the event of an emergency

The meeting was adjourned at 1:00 pm.





### **Attendees – 02/22/08 – Copper Country Stakeholder Meeting (Safford)**

Gerald Schmidt, Town of Pima, 928-485-2611, [pimatown@graham.az.gov](mailto:pimatown@graham.az.gov)  
Randy Petty, City Engineer, City of Safford, 928-432-4261, [nrpetty@ci.safford.az.us](mailto:nrpetty@ci.safford.az.us)  
Robert Porter, Special Projects Director, City of Safford, 928-432-4171,  
[rlporter@ci.safford.az.us](mailto:rlporter@ci.safford.az.us)  
Mike Payne, Town of Thatcher, 928-428-2290  
928-965-2610, [thatcherfire@graham.az.gov](mailto:thatcherfire@graham.az.gov)  
Dustin Welker, City of Safford, 928-432-4012, [dwelker@ci.safford.az.us](mailto:dwelker@ci.safford.az.us)  
Will Wright, Planning and Zoning, Graham County, 928-428-0410,  
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Michael Bryce, Engineer, Graham County, 928-428-0410, [mbryce@graham.az.gov](mailto:mbryce@graham.az.gov)  
Steven D. Puzas, Highways and Roads, Graham County, 928-428-3652,  
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Philip Rommerud, Director of Public Works, Greenlee County, 928-865-4762,  
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Terry Cooper, County Manager, Graham County, 928-428-3250,  
[tcooper@graham.az.com](mailto:tcooper@graham.az.com)

### **Attendees – 02/22/08 – Cochise/Santa Cruz (Nogales)**

John Maynard, Supervisor, Santa Cruz County, 520-375-7812, [jmaynard@co.santa-cruz.az.us](mailto:jmaynard@co.santa-cruz.az.us)  
Manny Ruiz, Board of Supervisors, Santa Cruz County, 520-375-7812,  
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Bobbie Lundstrom, State Transportation Board Member,  
[blundstrom@wilsonproduce.com](mailto:blundstrom@wilsonproduce.com)  
Kip Martin, Logan & Martin, Inc., [rcm@nogaleslaw.com](mailto:rcm@nogaleslaw.com)  
J.B. Monson, Nogales Port Authority, [jb@pacificbrokerageinc.com](mailto:jb@pacificbrokerageinc.com)  
Bert Monteverde, Nogales Port Authority, [bertm@hmdistinc.com](mailto:bertm@hmdistinc.com)  
Terry Shannon, Jr., Greater Nogales Santa Cruz Port Authority,  
[tshannons@mchsi.com](mailto:tshannons@mchsi.com)  
Greg Lucero, County Manager, Santa Cruz County, 520-375-7810,  
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Fred Johnson, Realtor/Santa Cruz County Burisar, Port Authority,  
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Sharon Mitchell, Transportation Planner, SEAGO, 520-432-5301,  
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Samantha Mungria, City of Nogales, CEB, [smurgria@cityofnogales.net](mailto:smurgria@cityofnogales.net)  
Jim Barr, Nogales, Santa Cruz County EDF, [barrjnb@hotmail.com](mailto:barrjnb@hotmail.com)  
Martha Rascon, Nogales Santa Cruz County Port Authority, [mrascosunfed@sunfed.net](mailto:mrascosunfed@sunfed.net)  
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George X. Lineiro, Planning and Zoning Director, City of Nogales, 520-287-6571,  
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Antonio Santacruz, Director of Public Works/City Engineer, City of Nogales, 520-287-4183, [tsacruz@cityofnogales.net](mailto:tsacruz@cityofnogales.net)

### **Attendees – 02/25/08 – Mogollon Rim Stakeholder Meeting (Payson)**

Steve Sanders, Deputy Director of Public Works and Engineering, Gila County, 928-402-8501, [ssanders@co.gila.az.us](mailto:ssanders@co.gila.az.us)

Steve Stratton, Public Works Director, Gila County, 928-402-8899,  
[sstratton@co.gila.az.us](mailto:sstratton@co.gila.az.us)

Jerry Farr, Gila County, 928-474-7118, [jfarr@co.gila.az.us](mailto:jfarr@co.gila.az.us)

Shannon Boyer, Executive Admin. Asst. Gila County Public Works, Gila County, 928-402-8899, [sboyer@co.gila.az.us](mailto:sboyer@co.gila.az.us)

Mark Guereña, Gila County, 928-402-8507, [mguerena@co.gila.az.us](mailto:mguerena@co.gila.az.us)

Tom Goodman, ADOT, 928-970-1620, [tgoodman@azdot.gov](mailto:tgoodman@azdot.gov)

Jerry Owen, Community Development Director, Town of Payson, 928-474-5242, ext. 267, [jowen@ci.payson.az.us](mailto:jowen@ci.payson.az.us)

Steve Besich, County Manager, Gila County, 928-402-8761, [sbesich@co.gila.az.us](mailto:sbesich@co.gila.az.us)

Debra Galbraith, Town Manager, Town of Payson, 928-474-5242, ext. 262,  
[dgalbraith@ci.payson.az.us](mailto:dgalbraith@ci.payson.az.us)

LaRon Garrett, Engineering/Transportation, Town of Payson, 928-474-5242, ext. 283, [lgarrett@ci.payson.az.us](mailto:lgarrett@ci.payson.az.us)

Debbie Dawson, Town of Payson, 928-474-5242, [ddawson@ci.payson.az.us](mailto:ddawson@ci.payson.az.us)

Bob Edwards, Town of Payson, 928-474-5242, [erfgs@yahoo.com](mailto:erfgs@yahoo.com)

Christine Tilley, Payson, 928-468-9669, [tilleyc@hotmail.com](mailto:tilleyc@hotmail.com)

### **Attendees – 02/26/08 – Mogollon Rim Stakeholder Meeting (Show Low)**

Paul Esparza, Planning Director, Pinetop-Lakeside, 928-368-8883, ext. 230,  
[pesparza@ci.pinetoplakeside.az.us](mailto:pesparza@ci.pinetoplakeside.az.us)

Tom Thomas, Public Works Director, Pinetop-Lakeside, 928-368-8885, ext. 238,  
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Chris Fetzter, NACOG, 928-231-5609, [cfetzter@NACOG.org](mailto:cfetzter@NACOG.org)

Ferrin Crosby, Engineer (per checklist), Apache County, 928-337-7528,  
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James H. Matteson, Engineering/Transportation (per checklist), Navajo County, 928-524-4100, [jim.matteson@navajocountyaz.noj](mailto:jim.matteson@navajocountyaz.noj)

Justen Tregaskes, Interim Planning and Zoning Director, City of Show Low, 928-532-4011, [jtregaskes@ci.show-low.az.us](mailto:jtregaskes@ci.show-low.az.us)

Kenneth Patterson, Public Works Director, City of Show Low, 928-532-4091,  
[kpatterson@ci.show-low.az.us](mailto:kpatterson@ci.show-low.az.us)

### **Attendees – 02/29/08 – Cochise/Santa Cruz (Bisbee)**

Paul R. David, Development Engineer, ADOT Safford District, 928-432-4921,  
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**Statewide Transportation  
Planning Framework**

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